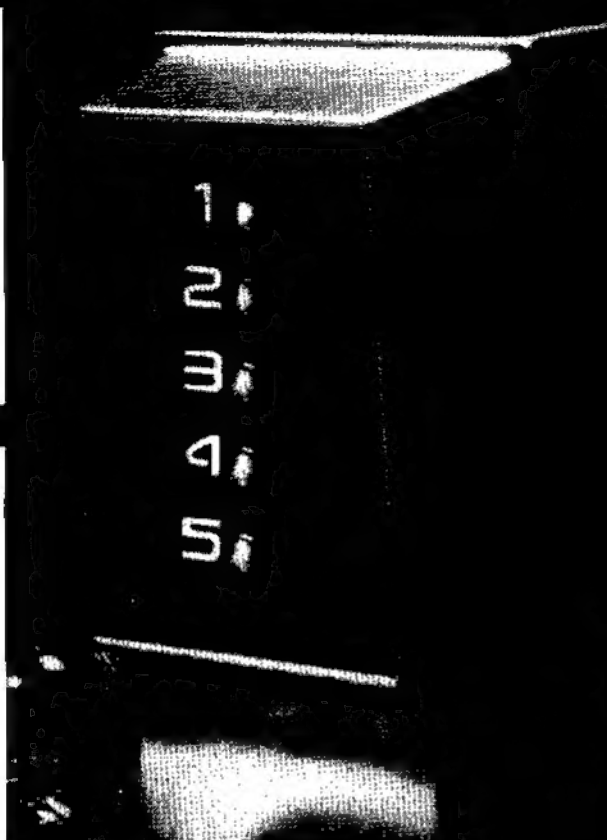
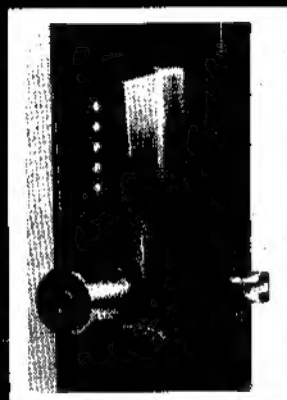
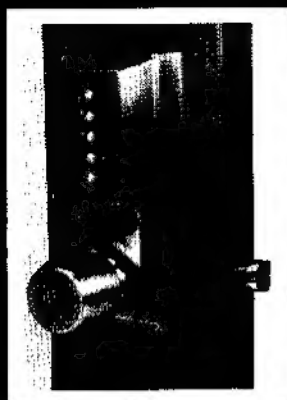


1000 series service manual



ILCO UNICAN

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UNICAN SERIES 1000 ACCESS CONTROL LOCK

A security lock or access control device will function only as well and as long as the installation allows it to. The life of any lock will be interrupted if it is not installed properly, which brings us to the intent of this manual relating to proper installation, cautions and maintenance of the Unican Series 1000 Access Control Pushbutton Combination Lock. For further reference we shall refer to the aforementioned lock as the S1000.

Primary Installation Knowledge of the S1000

The S1000 was designed for a time saving simple installation to fit in an existing A.S.A.161, 2 3/4"/70mm backset cutout. It can be mounted on wood or metal doors. It will accommodate door thicknesses varying from 1 3/8"/35mm to 2 1/4"/57mm. If a door has previously been prepared for an A. S.A.160, 2 3/8"/60mm backset cutout then the cylinder hole can be carved out an additional 3/8"/10mm to allow mounting of the S1000. Since the front plate is 3 1/8"/79mm wide and the inside rose is 3 1/4"/83mm in diameter, the enlarged hole will be covered. For backsets of 5"/127mm and up, the necessary extension linkage can be added. The only additional door preparation, other than the A.S.A.161 standard, that is necessary to mount the S1000 is three holes-two for the screws to mount the upper body of the lock and one for access to the combination change area. All hardware necessary to mount the S1000 (except drilling equipment, screwdrivers, etc.), and to adapt it to the various door thicknesses are enclosed in each lock package. It is recommended that you use an installation jig for drilling the A.S.A.161, 2 3/4"/69mm backset cutout.

TECHNICAL INSTALLATION TIPS

1. It is essential to replace the old strike box with the one provided with the S1000. The main reason for this is because the S1000 strike box allows for the 3/4"/19mm throw of latch which is a must for clearing of the combination after the active mode has been used.
2. Unlike most latches the S1000 makes use of a hinge to operate the antifriction device which means that upon installing, care in the mortise for the hinge to seat properly is very important. The properly seated latch will prevent any unnecessary binding that would effect the entire operation of the S1000.
3. When the strike box is installed make certain that the deadlocking plunger stops against the strike, otherwise the deadlocking device will be inoperative.

4. Do not be tempted to mount the S1000 lock into an A.S.A.160, 2 3/8"/60mm backset cutout and using a shorter latch. The resulting problems caused by this type of mount are multiple from the very first attempt to use the lock.
5. If the S1000 is to be mounted on a door that has an existing mortise cutout you can use the special Unican filler plate in either 9"/23cm or 15"/38cm lengths. The filler plates can only be used on 1 3/4"/44mm thick doors. Before installing the plate, make sure that there is allowable space between the edge of the door and the frame of the door to prevent an obstruction in the door closing freely.
6. Just a brief word on center line door preparation which must be accurately adhered to, save from binding problems resulting.
7. Caution should be given when reversing from left hand to right hand operation in the field. There are two lockwashers under each screw head joining the cylindrical unit to the back plate which must both be replaced after reversing the back plate assembly 180 degrees. (S1000 locks manufactured after June 1982 reflecting serial no. 105348 or higher will no longer require two lockwashers under each screw head. Proper length semi screws have been provided, thereby eliminating the need for two lockwashers. Also, a single star washer is used to replace the two lock washers.)
8. When adding mounting screws it is advisable to hold the S1000 flatly against the door to prevent the possible stripping of the screw threads or pem nuts on the back plate.
9. Do not use a wall stop or allow the knob to hit the wall because all warranties will be null and void if such a case is apparent. It is recommended that a floor mounted stop be used to avoid unnecessary lock - vibration which, after a period of time, would cause the clutch screws to loosen.
10. When changing the combination use nothing but the tool provided with each S1000 lock.
11. It is important to remember that when you are removing or replacing the trim plate via the control lock key, you can only remove the key from the control lock in a vertical or horizontal position. When replacing the trim plate, do not over turn the key. Once the trim plate is snug against the door, back off on the key to the closest vertical or horizontal position and then remove key.
12. If it is noticed that a door is poorly hung, it is suggested that this be corrected prior to installing the S1000 lock.
13. After installing the S1000 on a door that has a door closer you might have to adjust the closer to add more strength for complete closing due to the latch anti-friction device.
14. If you are using the S1000 lock E/W a passage set be certain that the passage set is in the off position before changing a combination. **Before reactivating passage set, read instructions.**
15. If the situation should arise that the outside key override knob must be replaced, don't be surprised in encountering a little difficulty because the tolerance is very limited. Basically, a little more of your strength will be required.
16. After installing the S1000 it is recommended to make the following test: on inswing doors with door closed, push inward on door so that the dead latch is resting properly on the strike plate. With a ruler, measure the distance between the door and door stop. If the gap is greater than 3/32"/2mm, then add rubber bumpers to decrease size of gap. This is done to protect the life and durability of the S1000 latch mechanism (See Page 25, Fig. A, B and C corrective measure for preserving your latch).

17. If after mounting the S1000 lock you should encounter a malfunction or sparatic operation, check the lock function while off the door with the latch in the shoe housing. This will segregate the cause of the malfunction. If lock functions O.K. in hand, then recheck your hole drillings, latch cutout and door frame alignment.
18. As you know, a standard strike plate is provided with each S1000 lock. If the door frame is already prepared for an A.S.A. 4 7/8"/12.4cm strike plate, you will have to order separately Unican part no. 1000-15 A.S.A. strike plate (specify finish).
19. On occasion, a customer may wish to use an electric strike in conjunction with the S1000 lock. It is recommended that a Folger Adams Model 310-2 3/4" electric strike or equivalent to be used in such cases. Using any other electric strike may cause damage to the latch, thereby, reducing its life span.
20. The following is the procedure for adjusting the clutch:
See Page 6, Fig. 1 (Clutch adjustment not required for S1000 locks reflecting serial no. 63,174 and higher).
 - A. Remove S1000 from door (If you are servicing a key override S1000, leave core in knob but remove key).
 - B. Remove the six screws holding the back plate assembly to front plate assembly.
 - C. Leaving the shaft in the clutch assembly turn clutch cover screws no. 1 & 2 one half turn counter clockwise, then turn clutch back plate screw no. 3 one half turn counter clockwise.
 - D. Starting with screw no. 1, turn 45° clockwise, now turn the front knob three times in a cancel mode and then three times in the active mode. Screw no. 2 is now turned 45° clockwise after which you will turn the front knob three times in the cancel mode and then three times in the active mode. Keep repeating this procedure until screws no. 1 & 2 are completely tightened down. At this point you may tighten down securely screw no. 3. You should now have a very smooth operating clutch either in a cancel or active mode. The clutch adjustment is complete. If a bind, jam or roughness is still noticeable after the clutch adjustment has been made, then either replace the combination chamber or the clutch assembly. Note, that if the clutch is replaced you must repeat the clutch adjusting procedure.
21. The following is the procedure for replacing the knob return spring.
See Pages 6 to 9, Fig. 1 through 11.
 - A. Remove S1000 from door.
 - B. Wrap a piece of tape between the outside knob and the front plate to prevent any rotational movement of the knob while replacing the knob return spring.
 - C. Place the lock on a flat working surface with the outside knob facing the flat surface and away from you.
 - D. Remove the six screws holding the back plate assembly to front plate assembly.
 - E. Lift shaft assembly from center of clutch assembly. See Page 6, Fig. 1.
 - F. Disconnect chamber linkage by removing the clip and pin at point as shown on Page 6, Fig. 1.
 - G. Remove screws no. 4 & 5 which secure the chamber to the front plate in turn removing chamber from the lock. See Page 6, Fig. 1.
 - H. Remove no. 1 & 2 screws and lockwashers, you will feel an upward spring pressure from underneath the clutch cover which is caused by the balance spring. After the clutch cover is removed, take note of the balance spring location for reassembling purposes. If the balance spring should separate from its clutch cover seat, don't concern yourself with it at this point in the procedure. Just place the clutch cover and balance spring aside for now. (S1000 locks reflecting serial no. 36, 401 and higher use a tapered balance spring rather than a barrel balance spring).

- I. Remove the clutch assembly by lifting it out of the front plate assembly. Under the clutch assembly you will notice a cone spring. Normally the cone spring will not separate from its clutch seat if the clutch is raised gently from the front plate assembly. See Page 9, Fig. 8 for clutch assembly location and Page 9, Fig. 7 for cone spring location after the clutch assembly is removed from lock. (S1000 locks reflecting serial no. 82,740 and higher may use a double wave spring rather than a cone spring.)
- J. Remove screw no. 3 and lockwasher which secures the clutch backing plate assembly to the front plate; in turn removing it from lock. See Page 6, Fig. 1 and Page 9, Fig. 6 for location of clutch backing plate.
- K. Remove the stop plate assembly. See Page 7, Fig. 3 for location of stop plate assembly. (S1000 locks reflecting serial no. 63,174 and higher will have an additional hole in the stop plate.)
- L. Remove the broken knob return spring from lock. Note: It is suggested that you assemble the broken pieces of the knob return spring on your flat working surface to assure that the front plate is free of any broken spring particles.
- M. You are now ready to replace the knob return spring and reassemble lock. See Page 7, Fig. 2. Before placing the knob return spring into the front plate, you must secure the small hook of the new knob return spring onto the mushroom shaped stud of the stop plate assembly while holding parts in hand as shown on Page 7, Fig. 2. (For new 3-1/4 Coil Knob return spring installation, see Page 8.)
- N. See Page 7, Fig. 3. When placing the knob return spring and stop plate assembly into the front plate assembly, the stop plate assembly should be centered in the return spring. The large hook of the knob return spring, when placed in position, should be secured around the number 3 threaded boss which is the boss for the no. 3 screw as shown on Page 6, Fig. 1 and Page 7, Fig. 3. Proper seating of stop plate assembly over raised knob insert during this step is important. (S1000 locks reflecting serial no. 63,174 and higher uses an outside sleeve with a small tit located on the surface in which the stop plate is seated.) Paragraph K above makes mention of an additional hole in the stop plate. When the knob return spring is wound, as described in paragraph O below, the tit of the outside drive sleeve enters the small hole in the stop plate. At this point, the stop plate will be properly seated.
- O. See Page 7, Fig. 4. You will now wind the knob return spring by turning the stop plate assembly counter clockwise until it goes beyond the number 3 threaded boss while applying constant downward pressure on the stop plate assembly to prevent the knob return spring from popping up.
- P. See Page 9, Fig. 5. Take the clutch backing plate assembly with your right hand while holding down the stop plate assembly in place with your left hand. Slide the clutch backing plate assembly over the top edges of all the threaded bosses until the holes in the clutch backing plate assembly line up with the threaded boss holes. Again, this must be done while applying a constant downward pressure to prevent the knob return spring from popping out of its wound position. Replace the screw and lockwasher in the number 3 threaded boss which will now secure the clutch backing plate assembly and retain the knob return spring in its wound position without any further physical application of pressure. See Page 6, Fig. 1 and Page 9, Fig. 6.
- Q. See Page 9, Fig. 7. Before placing the clutch assembly into position, seat the cone spring, while in your hands, onto the bottom disc of the clutch assembly. Note: There is a small pin hole in the bottom disc in which the small hook of the cone spring is inserted. The first and largest coil of the cone spring is to be wedged between the two studs protruding from the bottom disc of clutch assembly. This is done to prevent the cone spring from falling out of the bottom disc while placing the clutch assembly into the front plate assembly. (S1000 locks reflecting serial no. 82,740 and higher may use a double wave spring rather than a cone spring.) If the double wave spring is used, place the spring so that it is wedged between the two studs protruding from the bottom disc of clutch assembly. Note: There are two half moon cut-outs in the double wave spring which allows for ease of wedging between the disc studs.

- R. See Page 9, Fig. 8. Before placing the clutch assembly into the front plate assembly, note the position of the linkage. It will be easier to make your clutch insertion with the linkage in this position. When inserting the clutch assembly into the center hole of the clutch backing plate, use a light constant downward pressure. You may have to wiggle the clutch assembly from left to right in order to allow proper seating. You will notice a stud at the 6:00 o'clock location on the clutch backing plate assembly. The 6:00 o'clock linkage of the clutch assembly should be to the right of this stud when clutch is properly seated as shown on Page 9, Fig. 8.
- S. See Page 10, Fig. 9. Before placing the clutch cover into position, insert the balance spring into the circular cutout in the bottom of clutch cover assembly. This can be accomplished by using a clockwise twisting action. If the balance spring appears not to be straight or vertical to the clutch cover, don't concern yourself, because it does not have to be that way. If the balance spring is seated properly into the clutch cover, it will not unseat when turned upside down. (S1000 locks reflecting serial no. 36,401 and higher use a tapered balance spring rather than a barrel shaped balance spring.) If this is the case, simply seat the wide end of the spring over the center of the clutch and proceed to paragraph T below.
- T. See Page 6, Fig. 1 and Page 10, Fig. 10. Before securing the clutch cover assembly to the front plate assembly place the screws and lockwashers in the number 1 and number 2 holes of clutch cover assembly while the cover is still in your hand. When lining up the clutch cover holes with the clutch backing plate holes, apply a downward pressure to counteract the balance spring upward pressure. Being that the screws are already in position to be secured to the front plate using a phillips head screwdriver with one hand, you can hold down the clutch cover assembly with your other hand.
- U. See Page 6, Fig. 1 and Page 10, Fig. 11. Before placing the combination chamber into front plate assembly, put the screws and lockwashers into the chamber mounting holes while the chamber is in your hands. This will make it easier to secure the chamber to the front plate assembly while lining up the respective number 4 and number 5 threaded bosses. Use a thin shaft phillips head screwdriver for chamber screws. Reconnect chamber linkage at point as shown on Page 6, Fig. 1 and Page 10, Fig. 11. Replace shaft assembly as shown on Page 6, Fig. 1 and Page 10, Fig. 11.
- V. Follow clutch adjustment procedure as described on Page 3, item 20 of this service manual after removing tape from outside knob and front plate assembly.
- W. Replace the six screws to secure back plate assembly to front plate assembly.
- X. Remount S1000 to door.

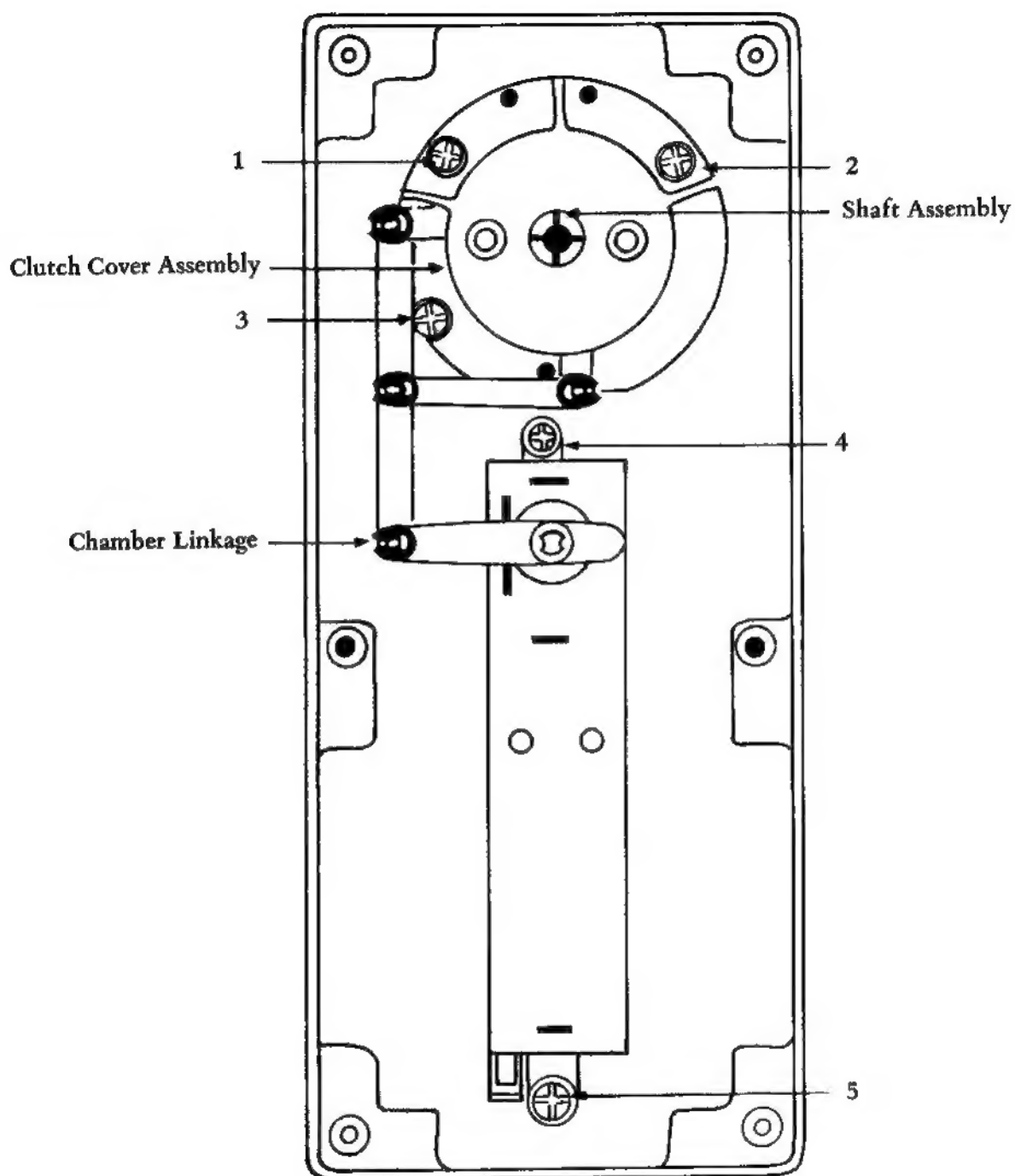
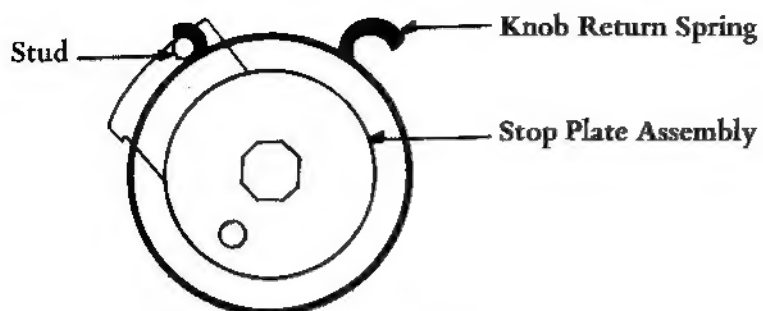


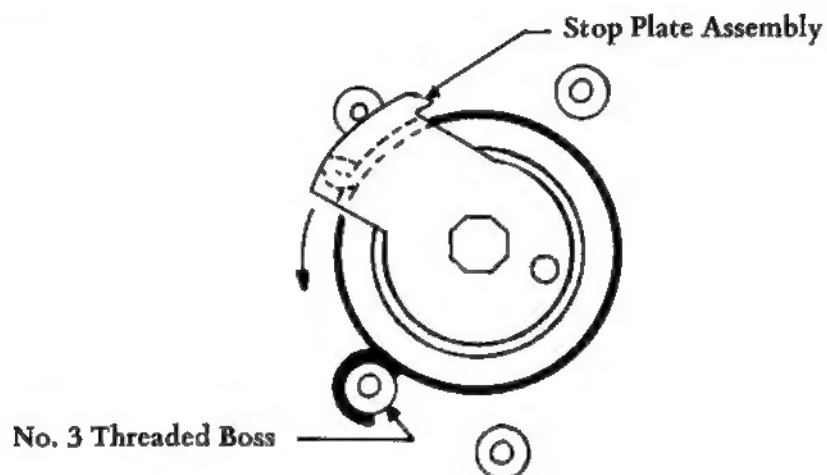
FIGURE 1

2-3/4 COIL KNOB RETURN SPRING INSTALLATION



In Hand Knob Return Spring
and Stop Plate Assembly

FIGURE 2



In Lock-Not Wound
Knob Return Spring and
Stop Plate Assembly

FIGURE 3

Tit of outside drive sleeve,
as shown in hole of stop
plate when properly seated.

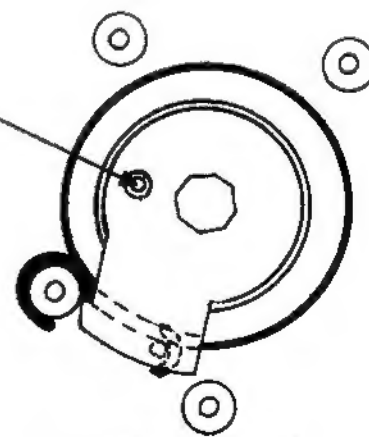


FIGURE 4

3-1/4 COIL KNOB RETURN SPRING INSTALLATION

Use of this spring will result in increased durability of the locks operation for years to come.

While replacing a broken knob return spring, please be sure that the lock is free of broken spring particles.

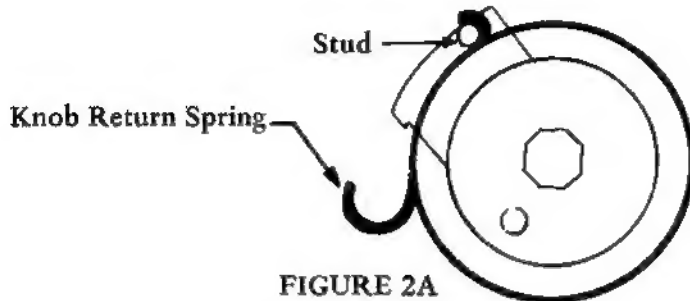


FIGURE 2A
In Hand Knob Return Spring
and Stop Plate Assembly

During the assembly with new knob return spring please observe the following instructions:

STEP 1

1. Secure the small hook of the new knob return spring onto the mushroom shaped stud of the stop plate assembly. (See figure 2A.)
2. Secure the large hook of the new spring around the threaded boss No.1 as shown in Figure 4A.

New 3-1/4 Coil Knob
Return Spring



STEP 2

When placing the Knob return spring and stop plate assembly into the front plate assembly, the stop plate assembly should be centered in the return spring. The large hook of the knob return spring, when placed in position, should be secured around the number 2 threaded boss which is the boss for the No.2 screw as shown on Page 6 Fig. 1 and below fig. 3A. Proper seating of stop plate assembly over raised knob insert during this is important. (See figure 3A.)

S1000 locks reflecting serial No.63,174 and higher uses an outside sleeve with small tit located on the surface in which the stop plate is seated.

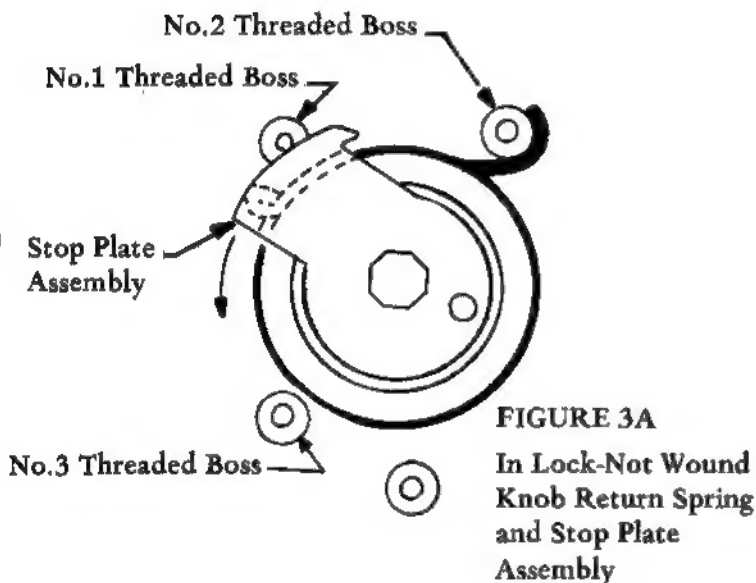


FIGURE 3A
In Lock-Not Wound
Knob Return Spring
and Stop Plate
Assembly

Page 4 paragraph K makes mention of an additional hole in this stop plate. When the Knob Return Spring is wound, as described on Page 4 paragraph O, the tit of the outside drive sleeve enters the small hole in the stop plate. At this point, the stop plate will be properly seated.

STEP 3

You will now wind the knob return spring by turning the stop plate assembly counterclockwise until it goes beyond the No.3 threaded boss while applying constant downward pressure on the stop plate assembly to prevent the knob return spring from popping up. (See figure 4A.)

Tit of outside
drive sleeve,
as shown in
hole of stop
plate when
properly seated

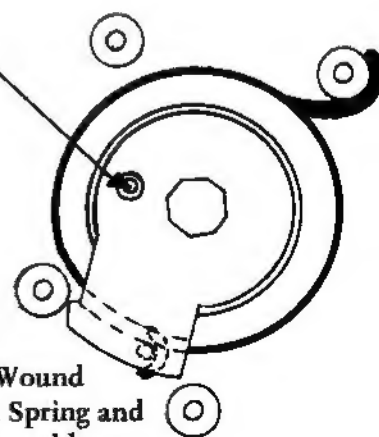
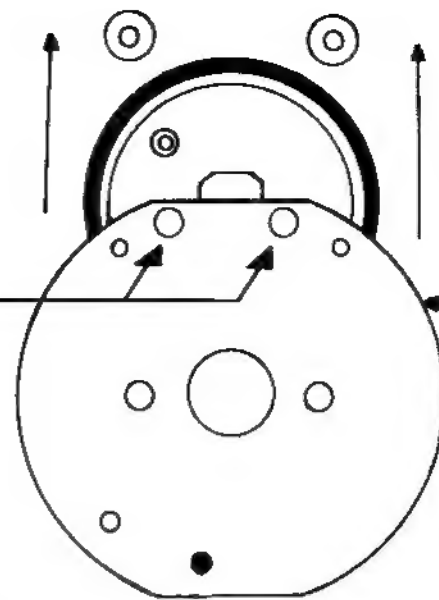


FIGURE 4A
In Lock and Wound
Knob Return Spring and
Stop Plate Assembly

S1000 locks reflecting serial No. 63,174 and higher have two holes in clutch backing plate to accept clutch cover posts.



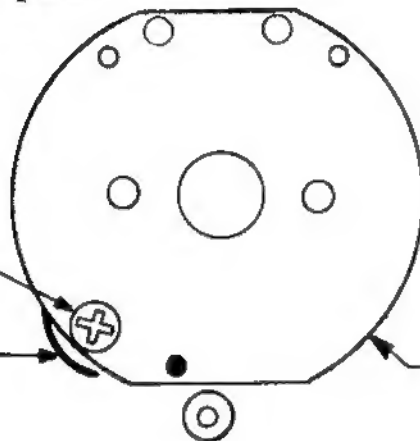
Clutch Backing Plate Assembly

Assembly of Clutch Backing Plate

FIGURE 5

No. 3 Threaded Boss

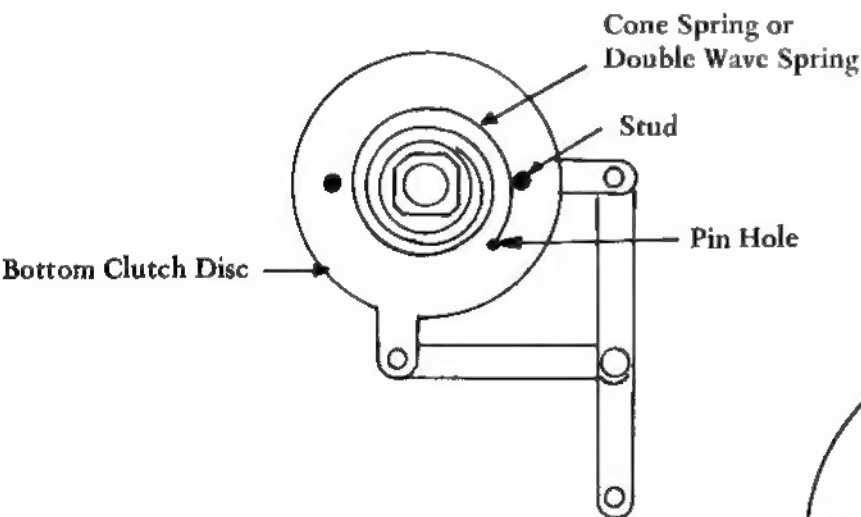
Knob Return Spring



Clutch Backing Plate Secured

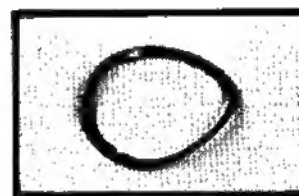
FIGURE 6

S1000 locks reflecting serial No. 246,780 and higher have a 3-1/4 Coil Knob Return Spring which is assembled as shown on page 8.

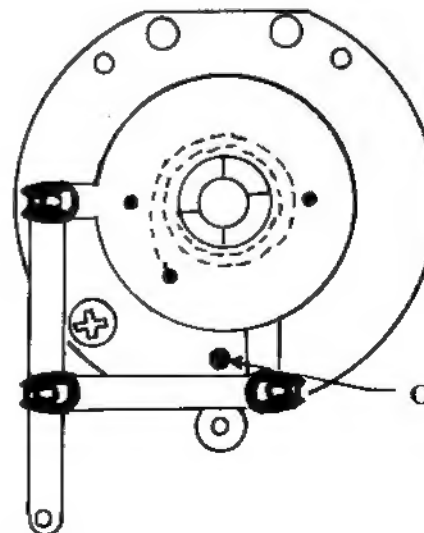


In Hand Clutch and Cone Spring Assembly

FIGURE 7



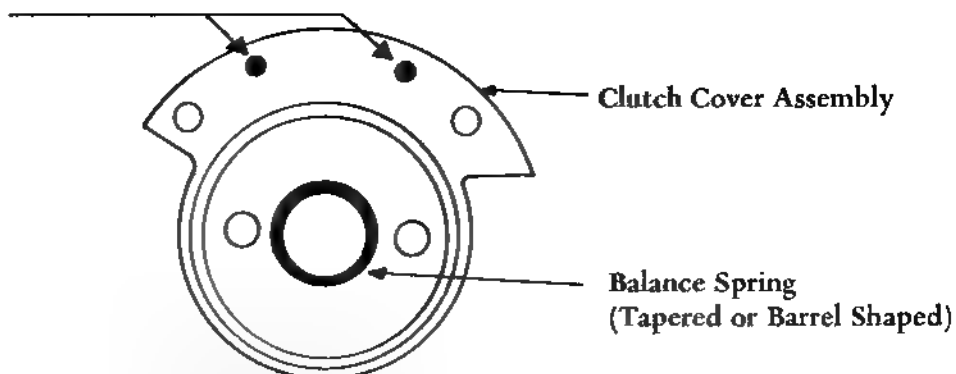
Double Wave Spring



In Lock Clutch Assembly

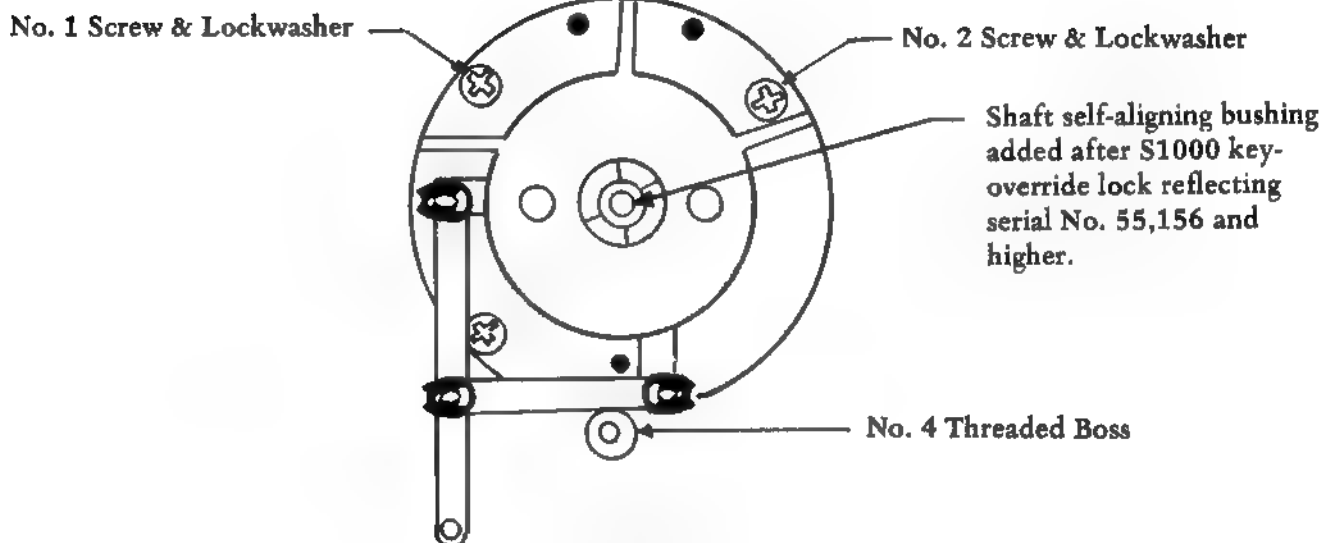
FIGURE 8

S1000 locks reflecting serial No. 63,174 and higher have two posts protruding from underside of clutch cover.



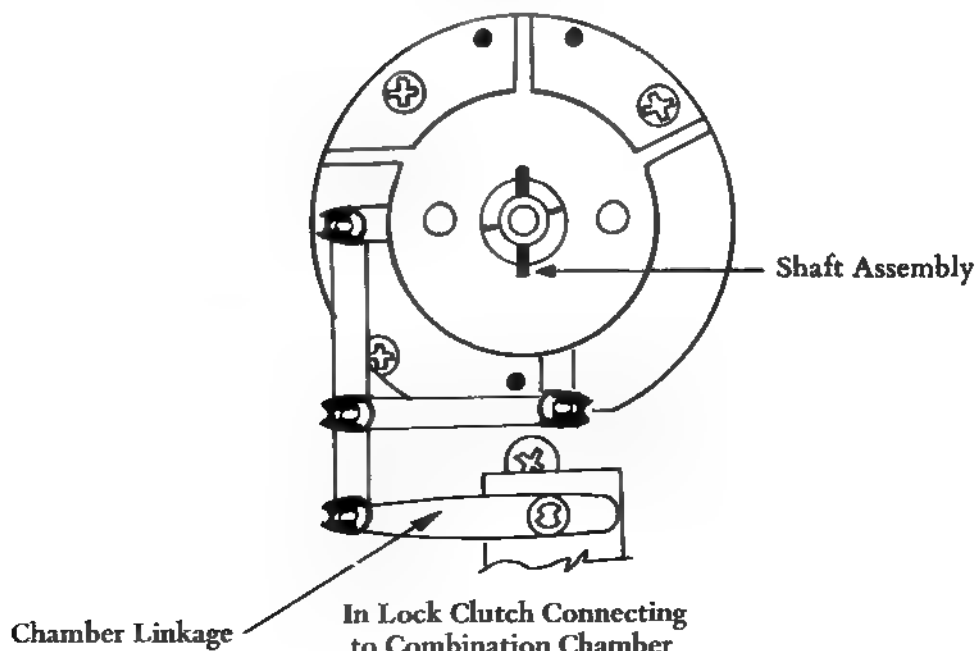
In Hand Clutch Cover and Balance Spring Assembly

FIGURE 9



In Lock Clutch Cover Securing Clutch Assembly

FIGURE 10



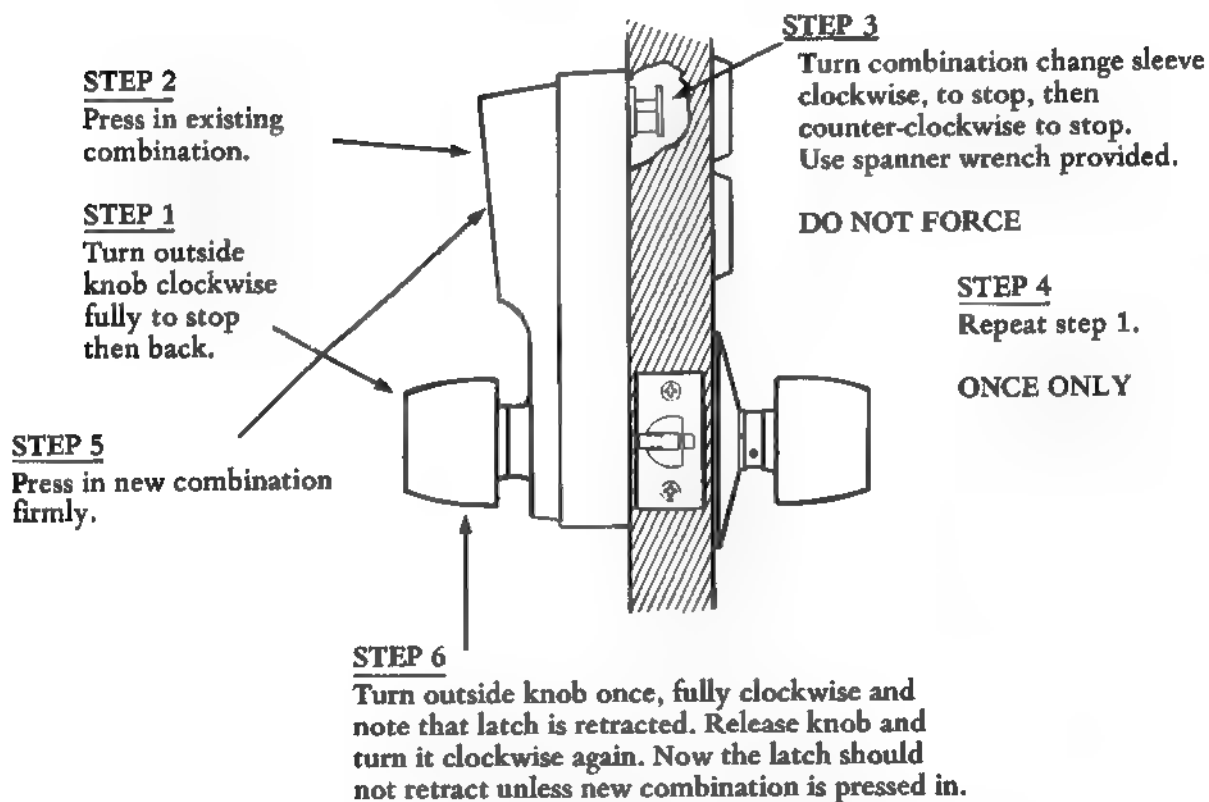
In Lock Clutch Connecting to Combination Chamber

FIGURE 11

INSTRUCTIONS FOR SETTING NEW COMBINATION

NOTE: Factory set combination is 2 and 4 depressed together then 3.

Insert control key and unscrew inside trim plate assembly then follow step by step order.

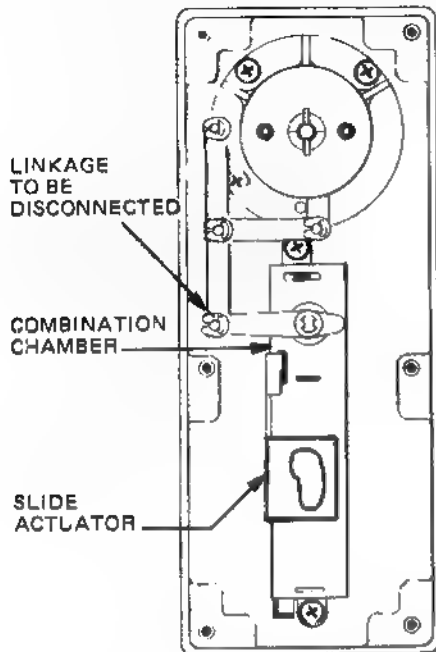


NOTE: You can use one button or as many as five for a combination. Buttons may be depressed simultaneously and/or successively. But the same button cannot be used more than once in the combination.

INSTALLATION INSTRUCTIONS — PASSAGE SET

These instructions to be used when applying the passage set to series 1000 access controls.

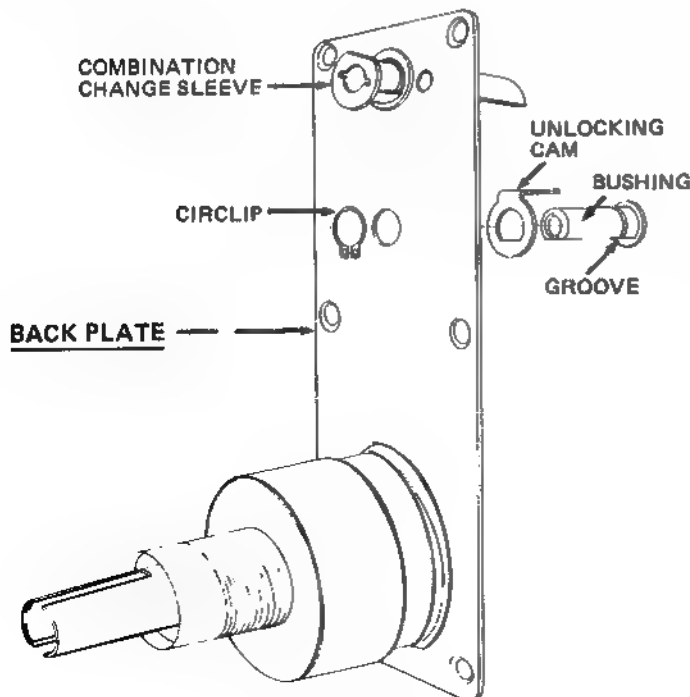
1. Using template on Page 13 drill a 1"/25mm hole in door. Hole is situated 3 9/16"/80mm directly above center of 2 1/8"/54mm diameter hole.
2. Remove back plate from access control by removing six screws.



3. Disconnect linkage at point shown.
4. Remove combination chamber by removing two screws.
5. Add slide actuator to combination chamber as shown then put chamber back into lock and reconnect linkage.
6. Insert bushing through unlocking cam.
7. Feed unlocking cam and bushing assembly through hole in back plate. Unlocking cam must face the inside of the lock.
8. Feed circlip over bushing and set circlip in groove thus locking assembly onto back plate.
9. Align unlocking cam so that it points toward the combination change sleeve.
10. Reattach back plate to lock using six screws ensuring that the unlocking cam seats in portion of hole located in slide actuator nearest to combination change sleeve.
11. Install access control on door as per instructions.
12. Install escutcheon plate on door inside, using screws provided. Make sure that tailpiece engages into bushing slot. Tailpiece should be cut to correct length for proper engagement with bushing.

OPERATING INSTRUCTIONS — PASSAGE SET

To set access control into passage set mode.



DO NOT ATTEMPT CODE CHANGE WHILE IN ACCESS PASSAGE SET MODE.

1. Insert the proper combination and turn front knob clockwise.
2. Keeping the front knob in its turned position, rotate the turn knob or keyed lock located on the inside escutcheon plate to the right. (clockwise).
3. Release the front knob. Each time the front knob is now turned the latch should retract.

To release the access control from the passage set mode.

1. Rotate the turn knob or keyed lock located on the inside escutcheon plate to the left. (counter clockwise). Turning the front knob without entering the combination should not retract the latch.

Field assembly of passage set invalidates UL rating.

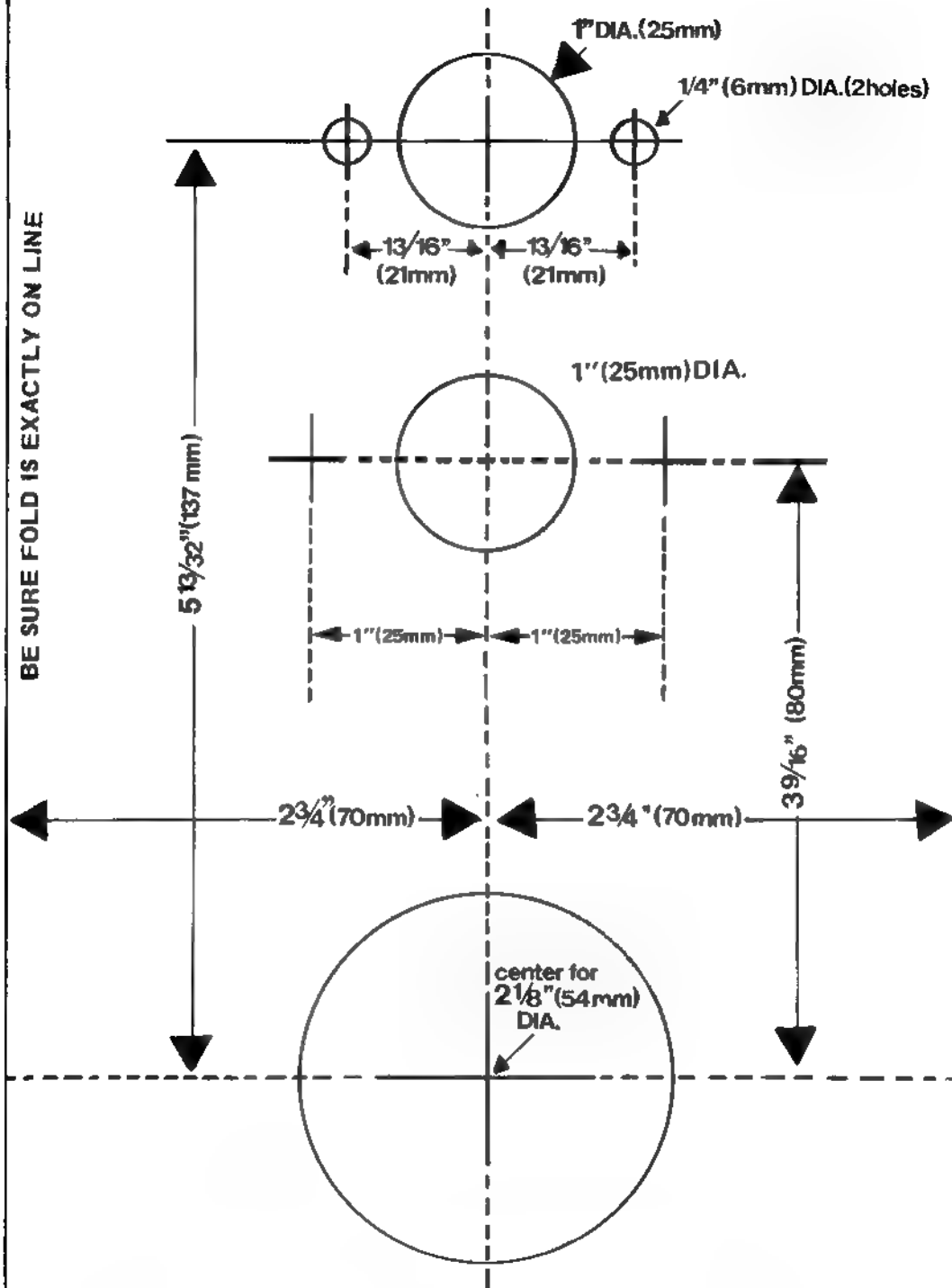
CAUTION: MARK ACCURATELY -- BORE STRAIGHT

TEMPLATE: PASSAGE SET

THIS FLAP FOLDS OVER EDGE OF DOOR

BE SURE FOLD IS EXACTLY ON LINE

BE SURE FOLD IS EXACTLY ON LINE

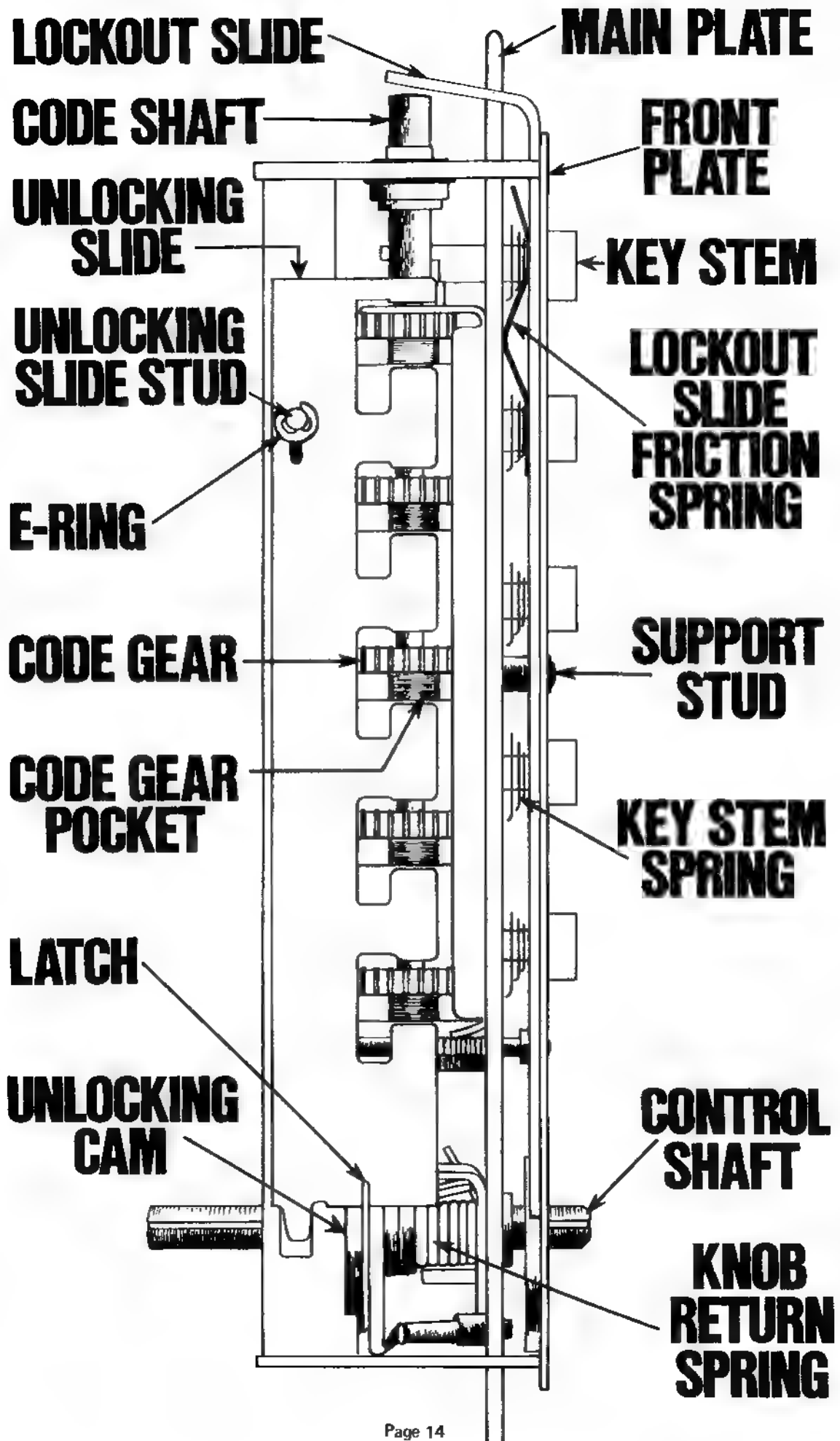


◀SIMPLEX▶
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INSTRUCTIONS FOR FINDING UNKNOWN COMBINATIONS

There is no procedure, obviously, for determining an unknown combination from the front of the lock. An unknown combination may only be determined by removing the combination chamber from the lock housing. (See Fig. 1)

Remove back plate from the lock by removing the six screws.

Lift the chamber link off of the control shaft by prying up with a flat blade screwdriver. (See Fig. 1)

Remove combination chamber by removing two screws. (See Fig. 1)

Remove the shaft bushing. (See Fig. 1)

See Fig. 2 for removing chamber cover. Remove the back cover marked "Simplex" by gently lifting up on the staked joints at both ends with a screwdriver or sharp tool. The chamber now resembles Figure 3.

With tweezers, or other tool, slide E ring off unlocking slide stud. With same tool, gently lift the end of unlocking slide over unlocking slide stud. **Note:** The unlocking slide is under spring tension and will be easier to lift if pushed to the left to ease tension. Swing unlocking slide sufficiently to clear gears, no further than shown in Figure 4.

Depress the lockout slide. The gears are now free to rotate. Turn each gear so that the slots are aligned as in Figure 5.

Return unlocking slide over unlocking slide stud while making certain the five toes are engaged in the five gear pockets. It may be necessary to adjust each gear slightly to make proper alignment between toes and gear slots. (See Fig. 6)

Replace E ring on stud. Your lock will now resemble Figure 6 and is ready for assembly with back cover.

Reinstallation:

Replace back cover marked "Simplex". Make sure staked joints on both end plates fit through both slots on the back cover. Replace the lock chamber in the door lock. **DO NOT ATTEMPT TO RESET A COMBINATION UNTIL THE COMPLETE UNIT HAS BEEN REASSEMBLED.** Perform the following steps in the order shown:

UNICAN MODEL 1000-1 thru 6

1. Turn outside knob clockwise to stop position and then release
2. Depress buttons for new combination and then release.
3. Turn outside knob clockwise to stop position and then release to lock in new combination.

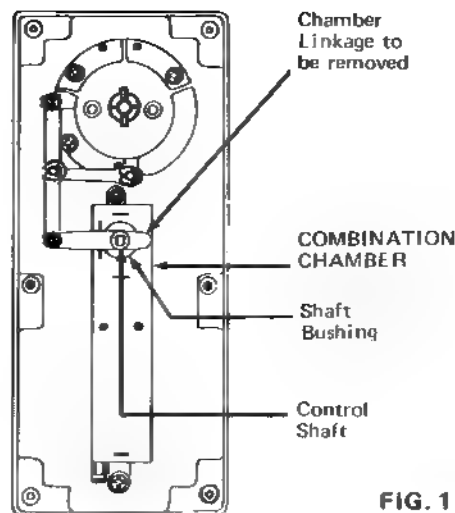


FIG. 1

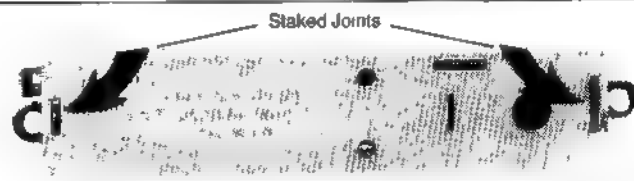


FIG. 2

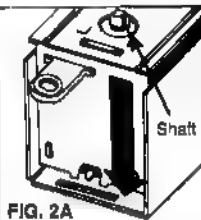


FIG. 2A

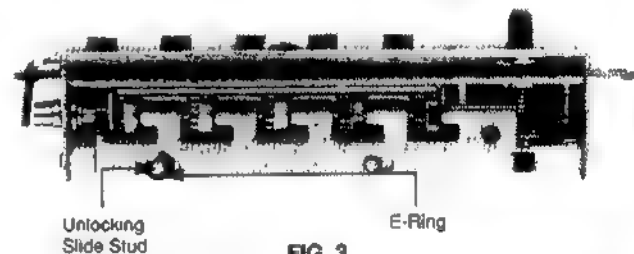


FIG. 3

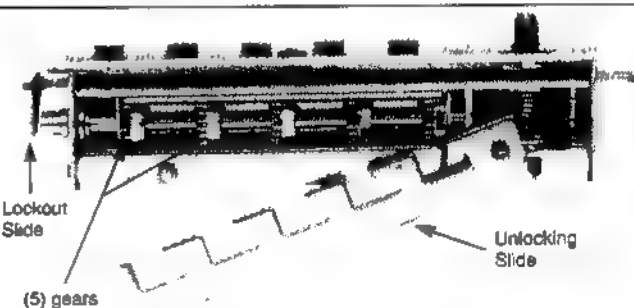


FIG. 4

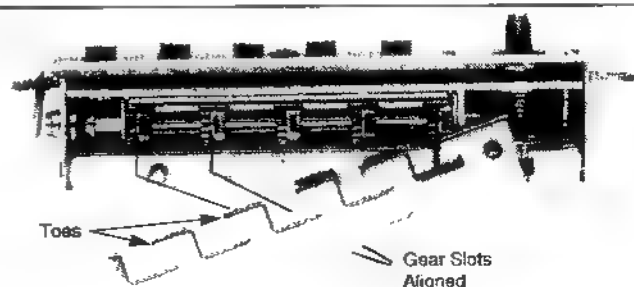


FIG. 5

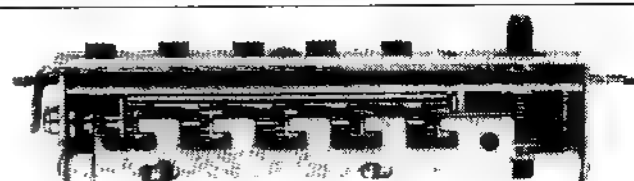


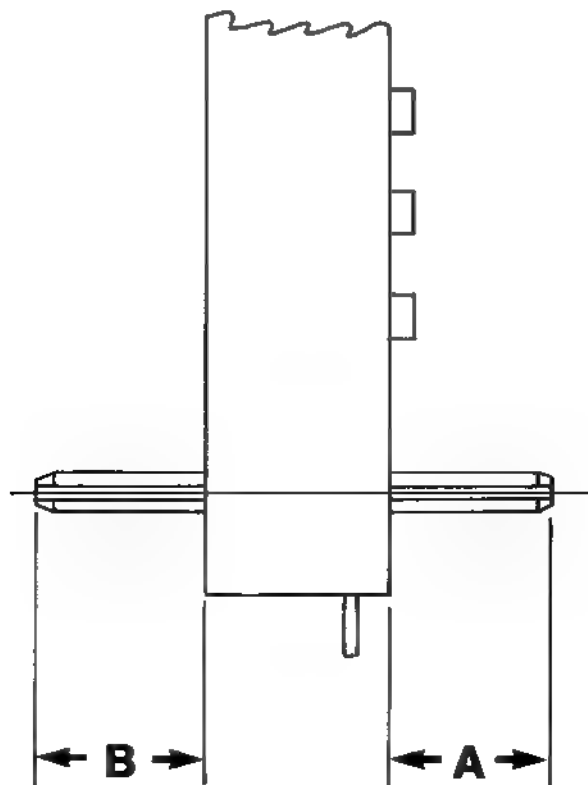
FIG. 6

CHAMBER IDENTITY

CHAMB	A	B	WHERE USED
M-54	13/32" (10mm)	1/16" (2mm)	CABINET LOCKS TM RM SM
M-55	5/16" (8mm)	FLUSH	SIMPLEX AUXILIARY LOCKS-ALL MODELS
M-56	9/64" (4mm)	1/4" (6mm)	UNICAN-1000 SERIES ALL MODELS
*M-57	49/64" (19mm)	19/64" (6mm)	UNICAN-2000 SERIES ALL MODELS
M-60	7/16" (11mm)	5/16" (8mm)	SIMPLEX LOCK SWITCH ALL MODELS
M-61	7/16" (11mm)	5/16" (8mm)	ENTRANCE CONTROL ONLY
M-63	9/64" (4mm)	1/4" (6mm)	SIMPLEX 3000 SERIES ALL MODELS

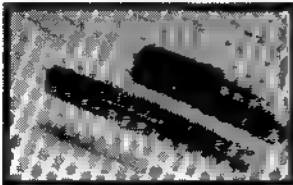

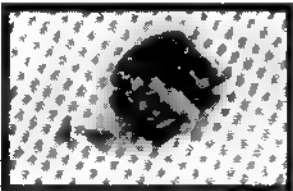
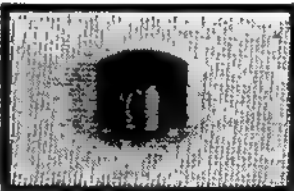
* WHEN ORDERING M-57 CHAMBER SPECIFY
FOR UNICAN 2000-1,3,5 OR SIMPLEX 2000-15.

USE CHAMBERS AS SPECIFIED FOR RESPECTIVE MODELS



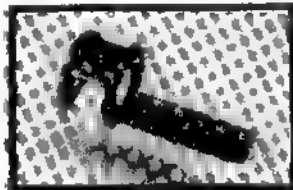

UNICAN 1000 LOCK MODIFICATION CHART

Over the years Unican has made multiple 1000 lock modifications for the purpose of providing a continuing quality product and satisfying the ever increasing needs of the market place. For your technical edification, we have described the 1000 lock modifications in the chart shown below: (Where necessary pictures as shown)

Date of Change	Description of Change	Eff. Serial No. of Change
4-18-75	<p>Combination change sleeve and stud conversion</p> <div style="text-align: center;">   </div> <p style="text-align: center;">Old Style New Style</p> <p>The Old Style sleeve and stud served two purposes: A) To activate the chamber lockout slide during combination change procedure B) To secure the upper portion of the combination chamber to the lock housing respectively.</p> <p>The New Style serves to activate the chamber lockout slide only.</p>	6,373
4-18-75	<p>The S1000 lock back plate conversion from off center sleeve hole and mounting holes to on center change sleeve hole and mounting holes. S1000 locks reflecting a serial no. higher than 6,373 can not mount in the old mounting holes. The door must be redrilled to agree with the new mounting holes.</p>	6,373
7-12-76	<p>The shoe was changed from using 2 roll pins to using a one piece solid shoe without roll pins.</p> <div style="text-align: center;">   </div> <p style="text-align: center;">Old Style New Style</p> <p>The New Style shoe provides for greater strength, durability and stability with less moving parts.</p>	12,623
1976	<p>The following miscellaneous changes were made to cut down the number of optional parts that would serve the same function and purpose.</p> <ol style="list-style-type: none"> 1. Combination change key conversion from various keyways to a standard of DF59 keyway. 2. Change from two lengths of mounting screws to one standard length 8-32 x 2 1/2" /64mm. 3. Change from two lengths of screw stud for inside trim plate to one standard length 1/4 20 x 1 5/8"/41mm. 4. The nut that secures the cylinder to the inside trimplate has used either a hex nut or spring nut. Most current to date in use is the spring nut. 	approx. 13,000

Date of Change	Description of Change	Eff. Serial No. of Change
1 17 77	<p>Drive insert changed from 2 piece staked assy to a one piece solid insert.</p> <div data-bbox="491 319 778 500" data-label="Image"> </div> <div data-bbox="574 506 683 536" data-label="Caption">Old Style</div> <div data-bbox="829 319 1129 500" data-label="Image"> </div> <div data-bbox="912 506 1021 536" data-label="Caption">New Style</div> <p>The New Style drive insert provides for better alignment, greater strength and durability, with less moving parts.</p>	14,681
9-9-77	<p>The passage set capability became available. Unican lock models 1000-3 thru-6 have the passage set function, Unican lock models 1000-1 & 1000-2 can be field modified to add the passage set function. Please Note: When a Unican 1000 lock is field modified to add a passage set function, the UL rating becomes void. Refer to Page 12 for field modification and installation instructions of passage set.</p>	20,000
12-2-77	<p>The clutch sub assembly was changed from having the 3 pieces of linkage held together by an E clip to being peened together, in 1982 the E clip was again used to hold the 3 pieces of linkage together.</p>	22,433
3-17-78	<p>The Unican 1000-1 outside and inside knobs were converted from a two piece concaved faced knob to a one piece flat faced knob. The change was made because of the stress applied to the knob each time it hit a wall stop or in many cases just a wall. As a result, the two piece knob would separate.</p>	29,918
3-17-78	<p>The Unican 1000-2 outside knob was converted from a solid knob to a hollow knob using a knob insert. The change was made to allow for a more economical approach in accepting various removable cores.</p>	29,918
5-10-78	<p>The latch was changed from having a tail piece and guide to a single rigid tail piece which eliminated the necessity of a guide.</p>	31,582
11-20-78	<p>The balance spring was changed from a barrel shape spring to a tapered spring, the tapered spring allows for a more efficient means of assembly.</p> <div data-bbox="494 1430 785 1610" data-label="Image"> </div> <div data-bbox="571 1615 679 1644" data-label="Caption">Old Style</div> <div data-bbox="833 1430 1129 1610" data-label="Image"> </div> <div data-bbox="916 1615 1024 1644" data-label="Caption">New Style</div>	36,401
6-28-79	<p>Unican 1000-2 changed to make provisions to accept the Corbin/Russwin removable core.</p>	43,450
6-28-79	<p>Outside keyoverride drive sleeve was shortened to accommodate the acceptance of various model removable cores.</p>	43,450

Date of Change	Description of Change	Eff. Serial No. of Change
10-5-79	Plastic buttons for the 1000 lock became obsolete. Metal buttons became a standard component lock part. Metal buttons provide greater strength and reduces the degree of possible vandalism.	45,557
11-28-79	Inside drive sleeve wing tips strengthened to withstand abnormal torque applied to knob.	47,626
1-29-80	Outside keyless drive sleeve was changed from a long formed blank tubing to a shorter seamless steel tubing for dimensional control.	49,783
5-2-80	<p>A self-aligning bushing was added to the keyoverride locks. The bushing provides for better control of alignment between drive shaft and outside drive sleeve.</p> <div data-bbox="673 580 967 768" data-label="Image"> </div> <p data-bbox="703 768 932 793">Self-aligning bushing</p>	55,156
10-15-80	<p>The outside drive sleeve for all 1000 lock models was changed to add a locator tit. The stop plate for all 1000 lock models was changed to add a hole to accept the locator tit. The purpose of the change was to coerce assembly of the lock so that the knob retainer clip was always located at the 9:00 o'clock position of the knob. This would prevent the knob retainer clip from ever showing up at the 6:00 o'clock knob position thereby breaching the security of the lock.</p> <div data-bbox="375 1051 1279 1274" data-label="Image"> <p data-bbox="375 1098 486 1123">Tit added</p> <p data-bbox="555 1247 775 1272">Model 1000-1,3 & 5</p> <p data-bbox="887 1247 1107 1272">Model 1000-2,4 & 6</p> <p data-bbox="1173 1081 1279 1106">Tit added</p> </div>	63,179
10-15-80	<p>The clutch cover was changed to add two aligning posts. The clutch backing plate was changed to add two holes to accept the two aligning posts when the clutch cover is secured. The purpose of the change was to eliminate the need for a clutch adjustment to stabilize alignment and function of the clutch mechanism.</p> <div data-bbox="513 1472 1187 1674" data-label="Image"> <p data-bbox="513 1553 657 1638">Clutch back-plate holes added.</p> <p data-bbox="1029 1472 1187 1527">Clutch cover aligning posts.</p> </div>	63,179
7-8-81	<p>The clutch cone spring was replaced by a double wave spring. The double wave spring provides a more even spring distribution against the cancellation disc during the cancellation mode.</p> <div data-bbox="513 1855 1152 2079" data-label="Image"> <p data-bbox="603 2053 708 2079">Old Style</p> <p data-bbox="948 2053 1059 2079">New Style</p> </div>	82,740

Date of Change	Description of Change	Eff. Serial No. of Change
6-22-82	Star washer replaced the two lock washers when changing hand operation of lock. The R.H.M.S. screws were changed to sems screws when adjusting lock for various door thickness. The basic change for both parts was to eliminate the use of two lockwashers when securing the back plate to cylindrical unit.	105,348
8-13-82	Keyoverride shaft changed to full length diameter. Keyoverride shaft changed drive end from half moon to quarter moon.	109,075
10-19-82	The drive insert changed to widen slot to receive drive shaft pin. The purpose of this change was to allow for latch retraction to begin after chamber control shaft entered an active mode condition.	114,933
1-1-83	Unican 1000-2 changed to make provisions to accept the Yale and old style Medeco removable core.	125,000
1-1-83	Unican 1000-17 (14"/36cm) filler plate changed to (15"/38cm) in order to cover certain mortise cutouts when using the 1000 lock.	
1-1-83	Clutch cover screws changed from using 2 split lock washer and 2 screws to 2 sems screws.	130,000
1-19-84	Combination change sleeve changed from 3 piece assembly to two piece assembly for added strength. <div style="display: flex; justify-content: center; align-items: center; gap: 20px;">   </div> <div style="display: flex; justify-content: center; align-items: center; gap: 20px;"> Old Style New Style </div>	158,841
2-1-84	All keyoverride drive sleeves changed to have 2 pins riveted instead of soldered to increase their strength.	160,437
3-16-84	Unican 1000-2 accepts Sargent 6300 series removable core.	166,563
3-26-84	Latch modified to provide smoother operation of retraction and increase its durability.	168,038
4-16-84	Unican 1000-2M changed to make provisions to accept the new style Medeco as well as Yale and old style Medeco removable core. Key-override shaft is modified to retrofit all other key-override locks. Existing 201267 key-override shafts cannot be used with Medeco/Yale key-override locks. However key-override shafts 201267 will be used in all models except Medeco/Yale until existing stock is depleted.	171,373
4-20-84	Unican 1000-2B accepts the use of Arrow, Lloyd Matheson and Eagle removable cores which are dimensionally the same as Best/Falcon.	172,000
10-15-84	Unican 1000 (all models) rubber bumpers added in each lock box along with mounting instructions.	194,790
2-25-85	Unican 1000-2 changed to make provisions to accept the Schlage removable core.	215,784
9-13-85	Knob return spring modified to 3-1/4 Coil and revised mounting.	246,780
10-23-85	Physical dimension change of knob insert to reduce removable core play.	262,858

TROUBLE SHOOTING OF THE S1000

SYMPTOM	CAUSE	REMEDY
Outside knob does not return after turning knob to clear or activate code.	Broken return spring.	Replace return spring. (Refer to Page 3, Paragraph 21.)
Outside knob does not turn to clear, but turns to activate code.	Clutch linkage jammed due to clutch cover screws loosening. Worn clutch assembly. Chamber control shaft twisted by force causing clutch to malfunction. (Do not attempt to correct control shaft location)	Tighten down screws using clutch adjusting procedure. Replace clutch assembly and adjust clutch. (Refer to Page 3, Paragraph 20.) If clutch replacement does not solve the problem, replace combination chamber. (Refer to Page 6, Fig.1.)
Outside knob when turned always retracts latch without depressing any buttons. (If by depressing any button the latch does not retract when outside knob is turned)	Lock is in zero combination.	Follow the procedure for changing a combination except omit step 2 the pressing in of existing combination.
Outside knob when turned always retracts latch with or without correct code.	Chamber linkage slipped off of chamber control shaft. E ring slipped off of unlocking slide stud. Unlocking slide stud broken off. If it is a 1000-2 lock, the drive sleeve pins are twisted.	Secure chamber linkage to chamber control shaft. (Refer to Page 6, Fig. 1) Resecure E ring. Replace combination chamber. Straighten out pins or replace drive sleeve.
Outside knob extremely loose.	Abusive action to knob by means of a cart banging into it or the knob is hitting a wall when the door is opened.	Replace the drive sleeve and add a foot stop to prevent the knob from hitting the wall.
Outside knob when turned to clear an incorrect button depression, does not always clear. However, the correct code when depressed is cleared when knob is turned.	Clutch cancelling disc pins worn or broken causing clutch to slip. Broken cone or double wave spring. Clutch disc post bent or loose.	Replace clutch subassembly Replace cone or double wave spring. Straighten post or replace clutch subassembly.

TROUBLE SHOOTING OF THE S1000

SYMPTOM	CAUSE	REMEDY
Outside knob when turned to activate code stays in a jammed condition at end of turn.	Inner corners of stop plate rounded. Outer corners of clutch disc rounded.	Replace stop plate. Replace clutch subassembly.
Outside knob when turned to activate code, does not retract latch.	Bottom cross pin of shaft assembly broken. Broken latch tail piece. Clutch cover screws came loose from door vibration.	Replace cross pin or the complete shaft assembly. Replace latch. Tighten down screws using clutch adjusting procedure.
Threaded rod from the control lock remains in the lock after it is removed.	Control lock was over tightened when put on the door.	Using a vice-grip wrench, turn at the middle of rod, as to not strip the active threads, and turn counter clockwise removing the rod from the lock. Put rod back into the control lock and tighten spring nut.
Inside knob only retracts latch partially in either clockwise or counterclockwise direction.	When reversing hand operation of the lock the two lockwashers were not added to each of the four screws holding the cylindrical unit to back plate.	Make sure that the two washers are added properly.
Inside knob does not retract latch when turned clockwise or in some cases counterclockwise.	Inside drive sleeve wing tip broken.	Replace inside drive sleeve.
Deadlocking device inoperative on latch.	Latch is not aligned properly with strike.	Move strike in order that the plunger of the deadlock stops against the strike when the door is closed. Replace latch if the above does not solve the problem.
Latch binding after releasing outside knob from active mode.	Latch is either cocked or crooked in door cutout.	Remove the S1000 and then the latch. Assure that the cutout for the anti-friction hinge has been properly made. If need be add shims to have latch flush with door edge. Make sure that the strike box is in proper alignment with throw of latch.

TROUBLE SHOOTING OF S1000

SYMPTOM	CAUSE	REMEDY
Door does not close by itself after the S1000 lock was installed.	Weak setting on the door closer.	Adjust the door closer for harder closing.
Correct code is depressed, outside knob turns about 10 degrees and latch partially retracts then jams. Keyoverride in outside knob cannot retract latch. Inside knob cannot retract latch.	Deadlocking device and anti-friction device are wedged into strike box, caused by improper door, door stop and strike plate alignment. Door is allowed to travel beyond proper stopping point.	Saw or break latch to gain access or egress. Replace latch and perform technical installation tip paragraph 16 to prevent a similar occurrence. If outside knob was forced to retract latch, the chamber control shaft may have twisted-replace chamber.
Dead button on combination chamber.	Abusive depressing of button.	If you have not attended a Simplex seminar, send chamber to factory for an evaluation and possible adjustment, otherwise you can gently remove timing gear and reset Idler gear. If Idler tooth is broken, set a new code less that gear or discard chamber and replace.
When changing a combination you depress the buttons for your new code and turn outside knob to activate new code but clears instead.	Combination chamber lock out slide loose caused by loose chamber front plate.	Restake chamber face plate (See Page 14). If restaking does not solve problem return chamber to factory for further evaluation.
	Incomplete rotation of knob when clearing old combination.	Turn outside knob to stop release knob. Depress new code and turn knob to stop. Release.

CORRECTIVE MEASURES FOR PRESERVING YOUR LATCH

ATTENTION

Door to frame relationship is critical for the performance and durability of the Unicam latch mechanism. The vertical and horizontal center lines are important when positioning the lock, strike and latch, and must be according to standard ANSI A115-2-1976. To insure proper installation you must use the strike plate supplied with the lock.

Door bumpers must be used with the door stop, to properly align the door. The adjustment becomes more significant with metal frames, wood doors and filler plates when replacing existing hardware.

Figure "A" shows the proper alignment between the door, frame, latch and strike plate.

When the door rests against the door stop, the dead latch should seat against the strike plate. At this point, you will notice a tolerance of $3/32"$ (2mm) basic according to ANSI standards. If the door travels beyond this tolerance, damage to the anti-friction device is probable. Even if the device doesn't break, the dead latch may slip into the strike box with the anti-friction device, causing the latch to jam, and a lock-in and lock-out condition.

If you notice a ridge indentation along the face of the anti-friction device, chances are the door travel is not in according with ANSI requirements. The ridge is caused by the anti-friction hinge hitting against the inside edge of the strike plate. (See Fig. B). By adding bumpers to the door stop, this condition can be prevented.



POSITIONING BUMPERS

(included with lock)

1. Close door and apply pressure making sure dead latch rests on strike plate.
2. Standing on the door stop side of the door, check for possible gaps between the door and the door stop on all three sides of the frame (left, right side and top). Mark locations where the gaps are approximately $3/16"$ (5mm). See Fig. C.
3. Make sure these locations are free from grease and dust.
4. Peel bumpers from their protective backing without touching their adhesive surface and stick them on the door stop where the gaps were marked.
5. Allow 24 hours for adhesive to set before testing. Door may be operated normally during this time.

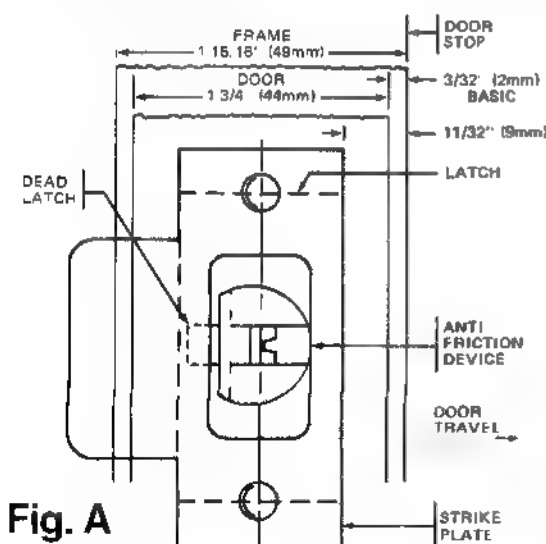


Fig. A

TOP VIEW OF DOOR & FRAME LATCH RELATIONSHIP

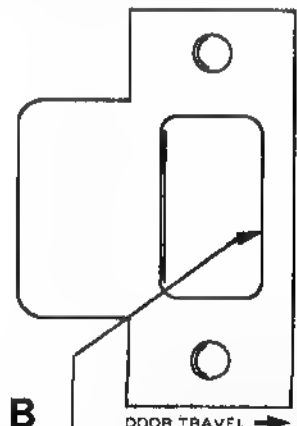
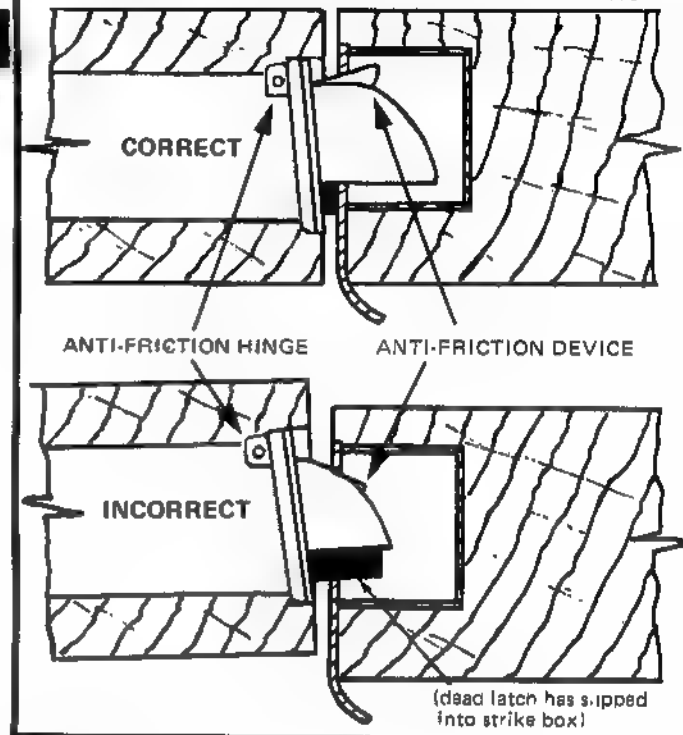
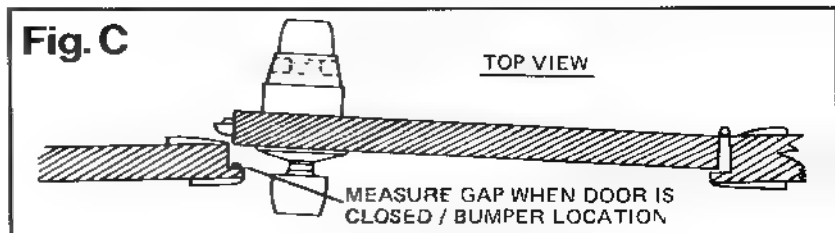







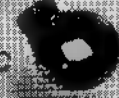
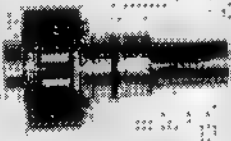



Fig. B

Anti-friction hinge hits here as door travels beyond the point where it should stop

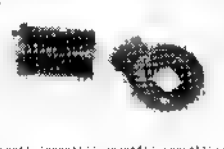
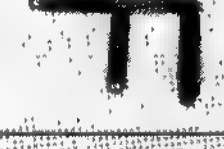
Fig. C










series 1000 replacement parts

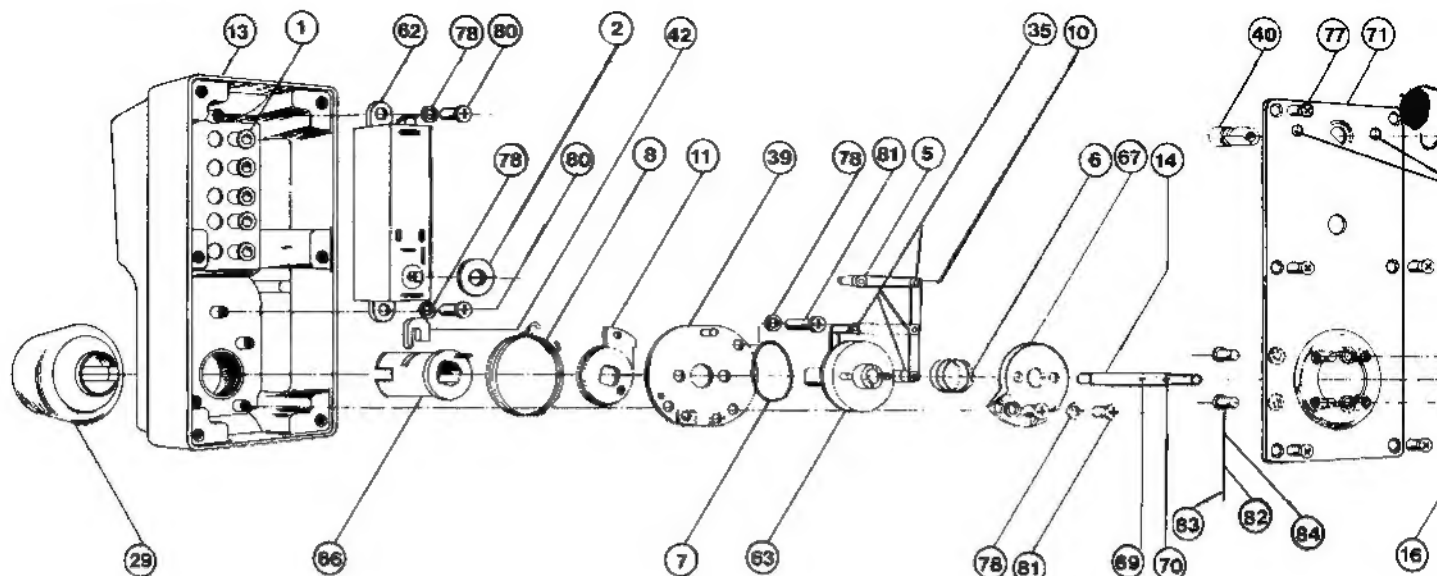
	200024-106-10 (Black) 200024-109-10 (White) Pushbutton (Package of 10)		201093-26D-01 201093-5B-01 Knob, Key Override Assembly includes Knob Insert no. 201365 (for Best/Falcon/Arrow/Lloyd Matheson/Eagle)
 	A.200026-000-15 Bushing, Shaft (Package of 5) B.200079-000-15 Spring Nut (Package of 5)		201102-045-01 Spacer, Door thickness
	A.200080-26D-01 (DF-59 Keys) 200080-5B-01 Control Lock Assembly for Combination Change Access B.201006-048-15 Link, Combination Chamber (Package of 5)		201144-26D-01 201144-5B-01 Latch
  	A.201016-000-01 Spring, Balance B.201018-000-01 Spring, Double Wave C.201019-000-01 Knob Return Spring		A.201155-26D-01 201155-5B-01 Inside Trim Plate Assembly for Combination Change Access B.201218-000-01 Drive Insert
  	A.201037-26D-01 201037-5B-01 Inside Trim Plate ONLY B.201038-022-15 Pin, Linkage (Package of 5) C.201040-048-01 Stop Plate		A.201287-045-01 Shaft Assembly, Key Override B.201272-000-01 Shoe C.201275-045-01 Inside Sleeve
	201048-26D-01 201048-5B-01 Cylindrical Drive Unit Assembly	 	A.201276-000-01 Shoe Retainer and Bridge B.201277-045-01 Cover for Shoe Housing
	A.201049-26D-01 201049-5B-01 Front Plate B.201050-045-01 Shaft Assembly-Standard		201278-01B-01 Installation Wrench
		 	A.201280-26D-01 201280-5B-01 Rose B.201281-045-01 Rose Reinforcing Plate

	A.201282-26D-01 201282-5B-01 Thread Ring B.201284-26D-01 201284-5B-01 Knob Standard
	A.201287-045-01 Strike Box B.201288-26D-01 201288-5B-01 Strike Plate
	A.201289-26D-01 201289-5B-01 Shoe Retainer Cap B.201290-000-15 O Ring, 1" (25mm) I.D. (Package of 5)
	A.201291-26D-10 201291-5B-10 Screws, Phillips Combination for Strike, Latch & Passage Set (Package of 10) B.201293-000-10 Clip (Package of 10) C.201298-018-01 Key DF-59 for Combination Change Control Lock
	201301-26D-01 201301-5B-01 Back Plate Assembly
	201303-26D-01 201303-5B-01 Rose Assembly
	201304-045-01 Clutch Backing Plate
	A.201335-045-01 Combination Change Stud B.201336-045-01 Combination Change Sleeve
	A.201343-045-15 Front Knob Retainer Clip (Package of 5) B.201344-045-15 Inside Knob Retainer Clip (Package of 5)
	A.201345-26D-01 201345-5B-01 Inside Drive Sleeve Assembly B.201350-045-01 Chamber Release (for Passage Set)
	A.201351-045-01 Chamber Release Cam (for Passage Set) B.201352-045-01 Bushing, Passage Set
	A.201358-045-01 Connecting Bar B.201362-000-15 Washer (Package of 5)
	C.201365-000-01 Knob Insert (for Best/Falcon/Arrow/Lloyd Matheson/Eagle)
	A.201366-045-10 Shoe Spring (Package of 10) B.201367-26D-01 201367-5B-01 Turn Knob
	201397-26D-01 201397-5B-01 Key Actuator Assembly for Passage Set
	201398-26D-01 201398-5B-01 Turn Knob Actuator Assembly for Passage Set
	201414-000-01 Knob Insert Corbin/Russwin
	201416-26D-01 201416-5B-01 Knob, Key Override Assembly includes Knob Insert no. 201414 for Corbin/Russwin
	201417-26D-01 201417-5B-01 Conversion Assembly from Standard to Key Override when using Corbin/ Russwin Removable Core
	A.201422-018-01 Key DF-5 for Passage Set Control Lock B.201425-000-01 Shaft Self-Aligning Bushing for 1000-2, 4 & 6
	201426-26D-01 201426-5B-01 1000-1 Front Plate Assembly

	201427-26D-01 201427-5B-01 1000-2 Front Plate Assembly for Best/Falcon/Arrow/Lloyd Matheson/Eagle, Removable Core Cylinder		A. 201442-000-15 Screw Stud 1/4" (6mm) 20 X 1 5/8" (41mm) Package of 5
	201429-000-01 Combination Chamber		B. 201443-022-10 Packages of 10 Screw 8-32 X 2 1/2" (64mm) for mounting
	201430-000-01 Clutch Subassembly includes Spring no. 201016, 201018, plus Bushing no. 201425		C. 201444-022-10 Screw, Phillips 6-32 X 3/8" (10mm) F.H.M.S. for Back Plate
	A. 201431-045-01 Sleeve Drive, Key Override Assembly includes Stop Plate no. 201040 for Best/Falcon/Arrow/Lloyd Matheson/Eagle B. 201432-045-01 Sleeve Drive, Key Override Assembly includes Stop Plate no. 201040 for Corbin/Russwin C. 201433-045-01 Sleeve Drive Assembly includes Stop Plate no. 201040 for Standard Keyless		D. 201445-022-10 Split Washer no. 8
	201434-000-01 Clutch Cover Assembly includes Clutch Backing Plate no. 201304		E. 201446-022-10 Sems screw, Phillips 6-32 X 1/4" (6mm) R.H.M.S. for Shoe Housing Cover
	201435-022-01 Link Assembly		F. 201447-022-10 Sems screw, Phillips 6-32 X 5/16" (8mm) R.H.M.S. for Combination Chamber and Clutch Backing Plate
	A. 201436-000-10 Cross Pin .075" (1.9mm) Dia. for Shaft Ass'y. (Package of 10) B. 201437-000-01 Cross Pin .1" (2.5mm) Dia. for Shaft Ass'y. (Package of 10)		G. 201448-022-10 Sems screw, Phillips 6-32 X 7/16" (11mm) R.H.M.S. for Clutch Cover and Backing Plate
	201438-045-01 Back Plate		H. 201449-022-10 Sems screw, Phillips 8-32 X 3/16" (5mm) R.H.M.S. for spacer
	201439-045-01 Back Plate Subassembly		I. 201450-022-10 Sems screw, Phillips 8-32 X 7/16" (11mm) R.H.M.S. for spacer
	A. 201440-000-15 (Package of 5) Retainer Ring 3/8" I.D. for Passage Set & Combination Change Sleeve B. 201441-000-15 Retainer Ring 1 1/4" (32mm) I.D. for Rose Assembly (Package of 5)		J. 201451-022-10 Sems screw, Phillips 8-32 X 11/16" (17mm) R.H.M.S. for spacer
	201490-26D-01 201490-5B-01 Conversion Assembly from Standard to Key Override when using Best/Falcon/Arrow/Lloyd Matheson/Eagle Removable Core		201496-26D-01 201496-5B-01 Control Lock Assembly for Passage Set (DF-5 Keys)
	201497-26D-01 201497-5B-01 1000-2 Front Plate Assembly for Corbin/Russwin Removable Core Cylinder		201517-26D-01 201517-5B-01 Knob, Key Override for Medeco/Yale. Use spacer no. 201569 for 5 pin Medeco Removable Core
	201519-26D-01 201519-5B-01 Conversion assembly from Standard to Key Override when using Medeco/Yale Removable Core Use spacer no. 201569 for 5 pin Medeco Removable Core		201520-045-01 Sleeve drive, Key Override Assembly includes Stop Plate no. 201040 for Medeco/Yale. Use spacer no. 201569 for 5 pin Medeco Removable Core

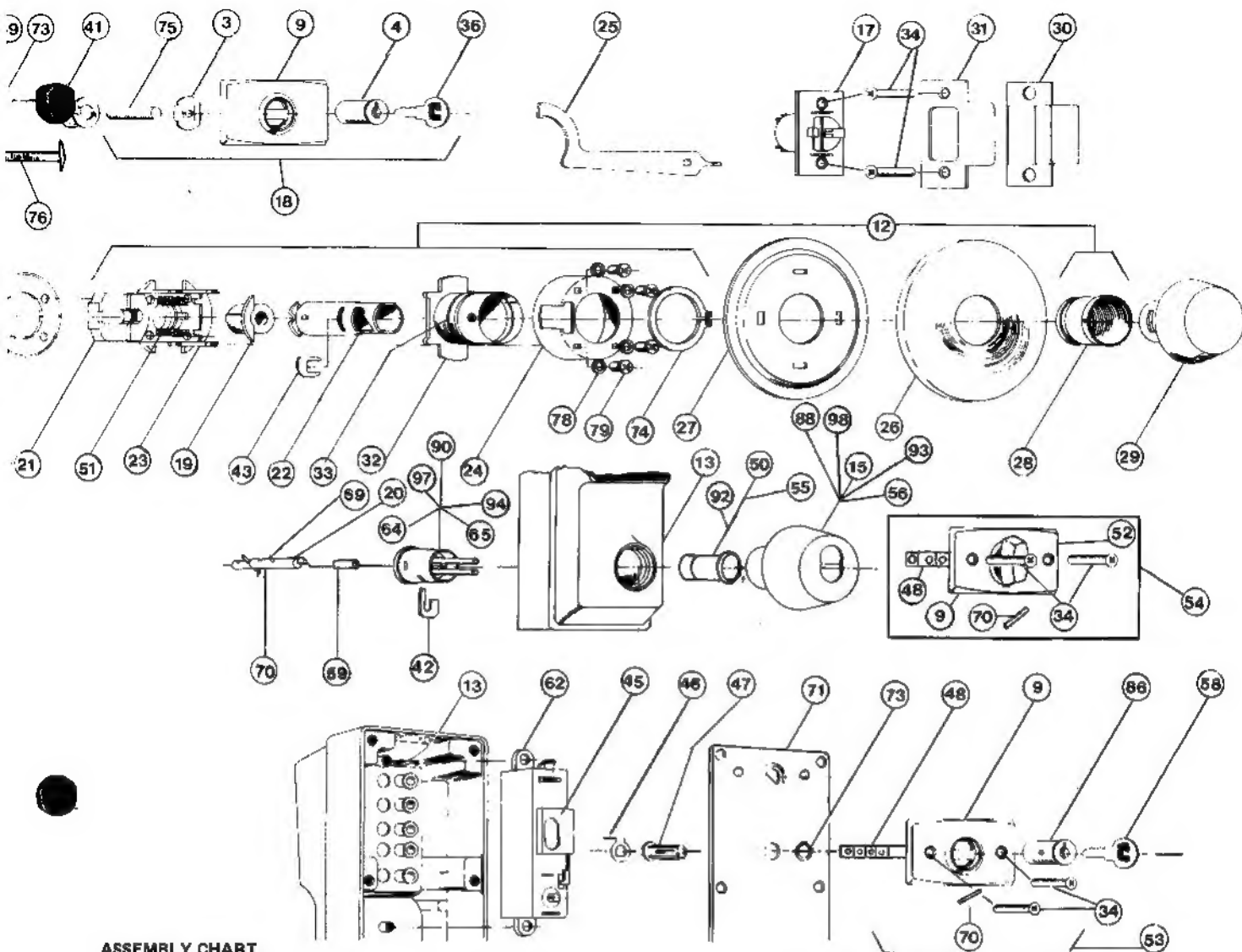
	201521-26D-01 201521-5B-01 1000-2 Front Plate Assembly for Medeco/Yale Removable Core. Use spacer no. 201569 for 5-pin Medeco Removable Core.		201569-000-01 Knob Spacer for Medeco 5-pin
	201524-000-01 Knob Insert Sargent		
	201527-26D-01 201527-5B-01 Knob Key Override Assembly includes Knob Insert no. 201524 for Sargent		
	201531-045-01 Sleeve Drive, Key Override Assembly includes Stop Plate no. 201040 for Sargent		
	201532-26D-01 201532-5B-01 Conversion Assembly from Standard to Key Override when using Sargent Removable Core		
	201533-26D-01 201533-5B-01 1000-2 Front Plate Assembly for Sargent Removable Core Cylinder		
	201555-04-01 Sleeve Drive, Key Override Assembly includes Stop Plate no. 201040 for Schlage		
	201557-26D-01 201557-5B-01 Knob, Key Override for Schlage		
	201558-26D-01 201558-5B-01 Conversion Assembly from Standard to Key Override when using Schlage Removable Core		
	201560-26D-01 201560-5B-01 1000-2 Front Plate Assembly for Schlage Removable Core Cylinder		
	201568-000-01 Rubber Bumper for Door Frame (Package of 4)		

EXPLODED VIEW



ITEM NO.	PART NUMBER	DESCRIPTION	PER UNIT
1	200024	Push Buttons	5
2	200026	Bushing, Shaft	1
3	200079	Spring, Nut	1
4	200080	See Assembly Chart	1
5	201006	Link, Combination Chamber	1
6	201016	Spring, Balance	1
7	201018	Spring Double Wave	1
8	201019	Knob Return Spring	1
9	201037	Inside Trim Plate Only	1
10	201038	Pin, Linkage	1
11	201040	Stop Plate	1
12	201048	See Assembly Chart	1
13	201049	Front Plate	1
14	201050	See Assembly Chart	1
15	201093	See Assembly Chart	1
16	201102	Spacer Door Thickness	2
17	201144	Latch	1
18	201155	See Assembly Chart	1
19	201218	Drive Insert	1
20	201267	See Assembly Chart	1
21	201272	Shoe	1
22	201275	Inside Sleeve	1
23	201276	Shoe Retainer and Bridge	1
24	201277	Cover for Shoe Housing	1
25	201278	Installation Wrench	1
26	201280	Rose	1
27	201281	Rose Reinforcing Plate	1
28	201282	Thread Ring	1
29	201284	Knob Standard	2
30	201287	Strike Box	1
31	201288	Strike Plate	1
32	201289	Shoe Retainer Cap	1
33	201290	O Ring 1 in. I.D.	1
34	201291	Screw, Phillips Combination No. 8	4
35	201293	Clip	3
36	201298	Key DF 59 and Key Ring	2
37	201301	See Assembly Chart	1
38	201303	See Assembly Chart	1
39	201304	Clutch Backing Plate	1
40	201335	Combination Change Stud	1
41	201336	Combination Change Sleeve	1
42	201343	Front Knob Retainer Clip	1
43	201344	Inside Knob Retainer Clip	1
44	201345	See Assembly Chart	1
45	201350	Chamber Release	1
46	201351	Chamber Release Cam	1
47	201352	Bushing, Passage Set	1
48	201358	Connecting Bar	1
49	201362	Washer	1
50	201365	Knob Insert Best/Falcon/Arrow/Lloyd Matheson/Eagle	1

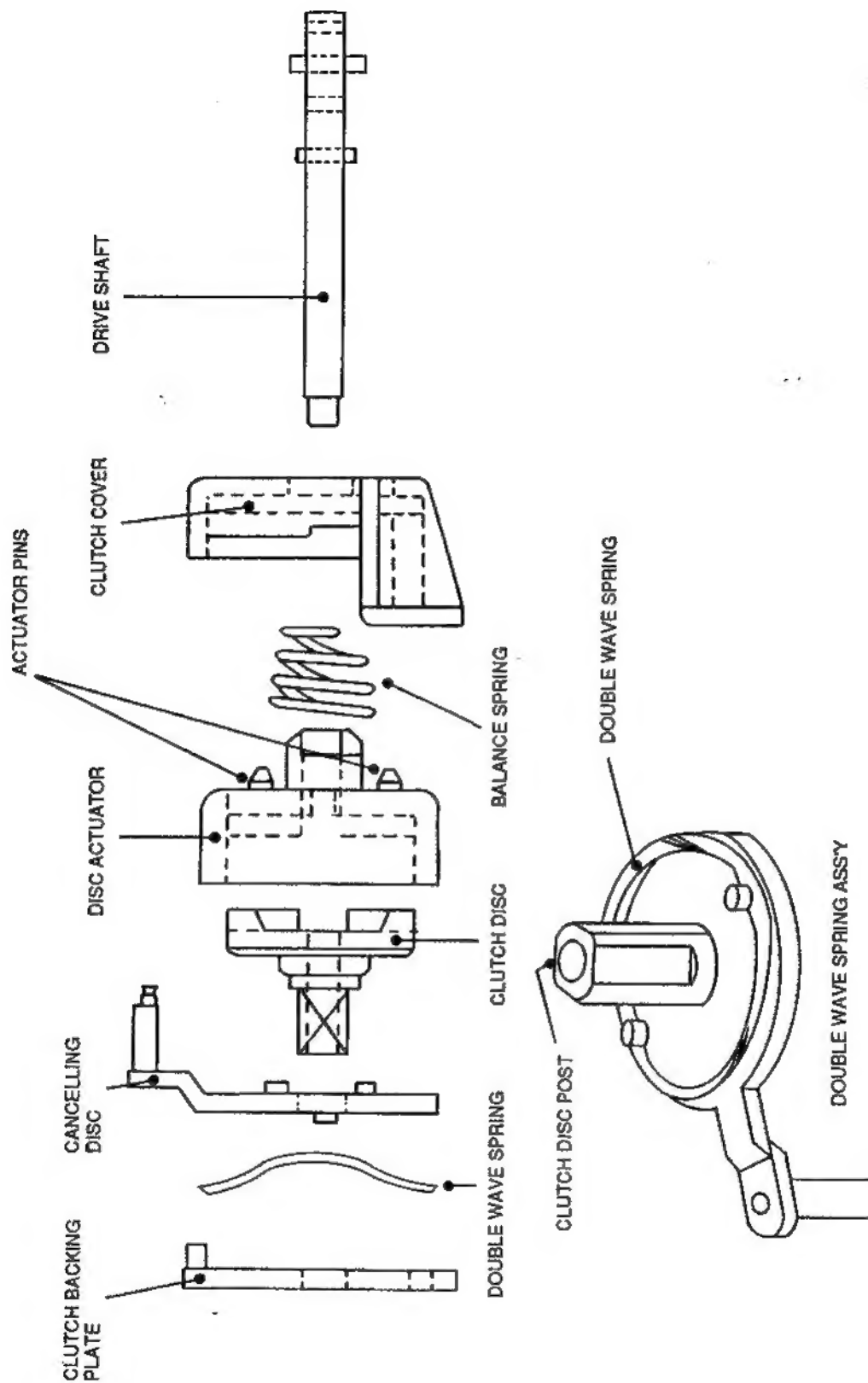
51	201366	Shoe Spring	2
52	201367	Turn Knob	1
53	201397	See Assembly Chart	1
54	201398	See Assembly Chart	1
55	201414	Knob Insert Ruswin/Corbin	1
56	201416	See Assembly Chart	1
57	201417	See Assembly Chart	1
58	201422	Key DF 5 for Passage Control	2
59	201425	Shaft Self-Aligning Bushing 1000-2,4 & 8	1
60	201426	See Assembly Chart	1
61	201427	See Assembly Chart	1
62	201429	Combination Chamber	1
63	201430	See Assembly Chart	1
64	201431	See Assembly Chart	1
65	201432	See Assembly Chart	1
66	201433	See Assembly Chart	1
67	201434	See Assembly Chart	1
68	201435	See Assembly Chart	1
69	201436	Cross Pin .075 Dia.	1
70	201437	Cross Pin .100 Dia.	1
71	201438	Back Plate	1
72	201439	See Assembly Chart	1
73	201440	Retainer Ring 3/8 I.D.	1
74	201441	Retainer Ring 1 1/4 I.D.	1
75	201442	Screw Stud 1/4-20 X 1 5/8	1
76	201443	Screw 8-32 X 2 1/2	2
77	201444	Screw, Phillips 6-32 X 3/8 F.H.M.S.	6
78	201445	Split Washer No. 6	9
79	201446	Screw, Phillips 6-32 X 1/4 R.H.M.S.	4
80	201447	Screw, Phillips 6-32 X 5/16 R.H.M.S.	2
81	201448	Screw, Phillips 6-32 X 3/8 R.H.M.S.	3
82	201449	Sems Screw Phillips 8-32X3/16 R.H.M.S.	4
83	201450	Sems Screw Phillips 8-32X7/16 R.H.M.S.	4
84	201451	Sems Screw Phillips 8-32X11/16 R.H.M.S.	4
85	201490	See Assembly Chart	1
86	201496	See Assembly Chart	1
87	201497	See Assembly Chart	1
88	201517	Knob for Medeco/Yale	1
89	201519	See Assembly Chart	1
90	201520	See Assembly Chart	1
91	201521	See Assembly Chart	1
92	201524	Knob Insert Sargent	1
93	201527	See Assembly Chart	1
94	201531	See Assembly Chart	1
95	201532	See Assembly Chart	1
96	201533	See Assembly Chart	1
97	201555	See Assembly Chart	1
98	201557	Knob for Schlage	1
99	201558	See Assembly Chart	1
100	201560	See Assembly Chart	1
101	201568	Rubber Bumper for Door Frame (not shown)	4
102	201589	Knob Spacer for Medeco 5-Pin (not shown)	1



ASSEMBLY CHART

ASS'Y NO.	INCLUDING ITEM NUMBERS	ASSEMBLY DESCRIPTION
200080	4,38	Control Lock Assembly Combination Change (DF-59)
201048	19,21,22,23,24,28,32,33,43,51,74,78,79	Cylindrical Drive Unit Assembly
201050	14,69,70	Shaft Assembly Standard
201093	15,50	Knob Assembly Key Override for Best/Falcon/Arrow/Lloyd Matheson/Eagle
201155	3,4,9,36,75	Inside Trim Plate Assembly
201267	20,69,70	Shaft Assembly, Key Override
201301	16,19,21,22,23,24,32,33,40,41,43,49,51,71,73,74,78,83	Back Plate Assembly
201303	26,27,28	Rose Assembly
201345	22,32,33,43	Inside Drive Sleeve Assembly
201397	9,34,48,58,70,86	Key Actuator Assembly for Passage Set
201398	9,34,48,70	Turn Knob Actuator Assembly for Passage Set
201416	55,56	Knob Assembly Key Override for Corbin/Russwin
201417	20,42,55,56,59,65	Conversion Assembly 1000-1 to 1000-2C
201426	1,2,8,13,14,29,42,62,63,66,67,78,80,81	Front Plate Assembly 1000-1
201427	1,2,8,13,15,20,42,50,59,62,63,64,67,78,80,81	Front Plate Assembly 1000-2B
201430	6,7,63	Clutch Sub-Assembly
201431	11,64	Sleeve Drive Ass'y, Key Override for Best/Falcon/Arrow/Lloyd Matheson/Eagle
201432	11,65	Sleeve Drive Assembly Key Override for Corbin/Russwin
201433	11,66	Sleeve Drive Assembly Standard
201434	39,67	Clutch Cover Assembly
201435	5,10,35	Link Assembly
201439	40,41,49,71,73	Back Plate Sub-Assembly
201490	15,20,42,56,59,64	Conversion Assembly 1000-1 to 1000-2B
201496	58,86	Control Assembly for Passage Set (DF-5)
201497	1,2,8,13,15,20,42,55,56,59,62,63,65,67,78,80,81	Front Plate Assembly 1000-2C
201519	20,42,59,88,90	Conversion Assembly 1000-1 to 1000-2M
201520	11,90	Sleeve Drive Assembly Key Override for Medeco/Yale
201521	1,2,8,13,20,42,59,62,63,67,78,80,81,88,90	Front Plate Assembly 1000-2M
201527	92,93	Knob Assembly Key Override for Sargent
201531	11,94	Sleeve Drive Assembly Key Override for Sargent
201532	20,42,59,93,94	Conversion Assembly 1000-1 to 1000-2SG
201533	1,2,8,13,15,20,42,59,62,63,67,78,80,81,92,93,94	Front Plate Assembly 1000-2SG
201555	11,97	Sleeve Drive Assembly Key Override for Schlage
201558	20,59,97,98	Conversion Assembly 1000-1 to 1000-2SL
201560	1,2,13,20,42,59,62,63,67,78,80,81,97,98	Front Plate Assembly 1000-2SL

100 SERIES UNICAN CLUTCH BLOW-UP



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ACCESS CONTROLS

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